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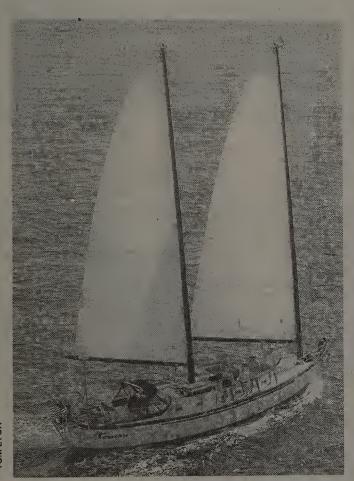


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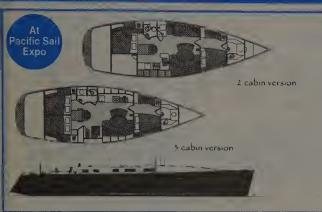
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Wauquiez 43 Pilot Saloon

The new Wauquiez 43 Pilot Saloon is an exquisite yacht. The fit and finish is perfection. The hardware and systems are what you would hope to find on a custom yacht. The construction is bullet proof and incorporates a unique 'Interlock Duralite System' and a "Twaron Hull Shield' to minimize damage in a collision. This design provides high performance and maximum control with power winches to handle the heavy work. A cruising couple can go anywhere in this elegant boat in ultimate comfort, safety and style.



Island Packet 420

55 IP 420s have been sold in 6 months. *Sail* magazine chose the 420 as one of the Top 10 Boats for 2000, saying, "Every design element, piece of gear and systems installation, fulfills its builder's stated mission: safe, comfortable cruising and long-term liveaboard use. The boat is a study of the sturdy and the sensible with traditional concepts rendered in



modern materials." Cruising World magazine chose the 420 as the 2000 Boat of the Year for Best Full-Sized Cruiser Under \$400,000.



X-382



Cruising World magazines panel of experts judged the X-442 to be the Best Racer Cruiser for 2000. The X-382 has all the quality construction features like a heavy welded steel grid system for load dis-

tribution. Divinycell, E-glass and Triaxial hand lay-up as its bigger brothers. The interior joinery is scrumptious, the deck layout and hardware near perfection. This high-class yacht is designed and built by sailing fanatics for sailing fanatics. Classy, elegant and fast, the X-382 is one of the sweetest boats you will ever sail.



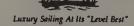
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NOTES FROM THE BAJA HA-HA RACE: The Lagoon 410 is already proving itself an adept offshore cruiser. For example, two Lagoon 410s participated in the 700-mile Baja Ha-Ha (10/99). This excerpt is from one crewman's journal. "2nd night out, 95 miles offshore, wind gusting to 30, seas 6' to 8'. We're on autopilot, sailing 12 knots, occasionally to 14 with just working sails. (Dang!

I've never done more than 8 on my monohull.) All 6 of us dined in salon. Amazing! Cook made grand Italian meal — plates and glasses stayed put on table. No sweat, 'cause barely 3 degrees of heel. (on my boat we'd be eating soup from a mug.) Now I "get it"—why my buddy switched to this Lagoon. I'm not gonna tell him he's right...but my next boat's definitely gonna be a cat."

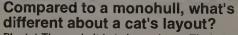






How big is a 38-foot cruising cat?

BIG! Because of its broad beam and two fully habitable hulls, a 38-foot cat gives you the square-footage and cubic-footage of a 47-foot cruising monohull. (This cat has 3 or 4 double cabins & 2 spacious heads, with a separate shower stall.) Yet this lavishly equipped catamaran costs only \$201,400 (ex-factory), LESS than the 47' monohull! Best of all, cruising cats offer the exceptional comfort of no-heel sailing, and the safety of ballast-free unsinkability.



Plenty! The cockpit is twice as large. The salon's on the same level as the cockpit for optimum socializing. That salon offers 6'4" headroom, a full-service galley, plus full 360° visibility for everyone seated within. Near-vertical windows eliminate the sun-heat build-up typical of angled windows. In the hulls the cabins offer queen-size rectangular beds — no cramped bunks or funny V-shaped berths. In fact, the new Lagoon 380 & 410 and the Belize 43 offer one entire hull as an owner's suite. (New Belize 43: \$285,000 factory.)

How does a cat perform?

Exceptionally! Under just working sails you'll have a great 7 to 12 knot performer, with maximum speeds of 14 to 17 knots. She points readily to windward and tacks effortlessly. The roller furling genoa, fully battened mainsail, and autopilot make her a breeze to singlehand. Under power, her widely separated twin diesels offer much better maneuverability than *any* single-prop monohull! And, under power, you'll enjoy her trawler-like performance — an easy 8 knots at just 1.2 gallons (total) per hour! Rugged twin keels make for easy beaching. (Lagoon 410: \$281,000 factory.)



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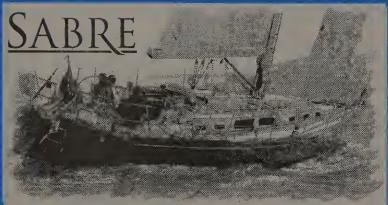


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The sailing on San Francisco Bay towers above any place else.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will workjust fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific Information, request writers' guidelines from the above address.

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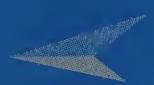
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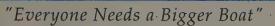
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53' OYSTER, 1987 (sister ship). Never chartered, professionally maintained, cruise-ready. Agent: Jill. Asking \$520,000.



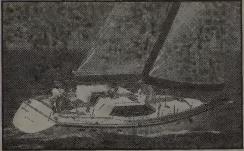
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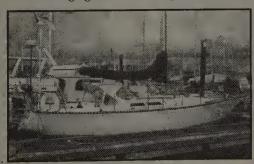
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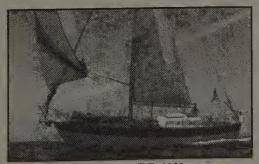
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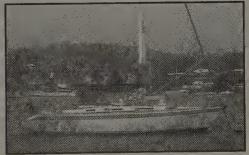
47' McINTOSH MARINE CUTTER, 1986 Comfortable cruiser loaded w/elect. & stuff. Shows owner's pride. Listing agent Jill. \$185,000.



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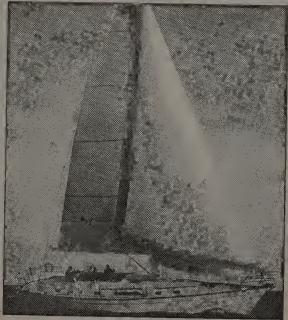
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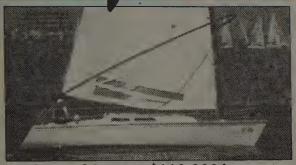


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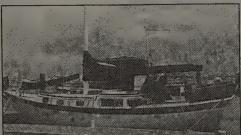


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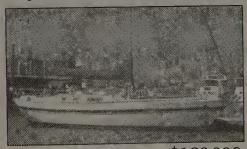
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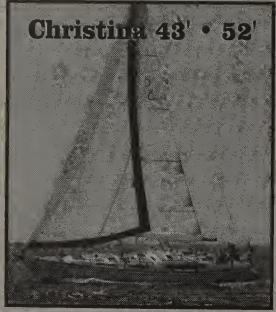
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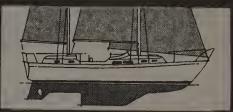
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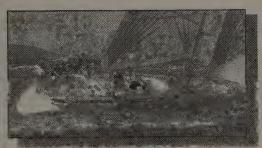
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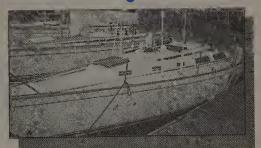
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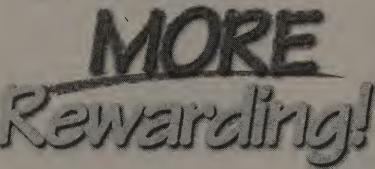
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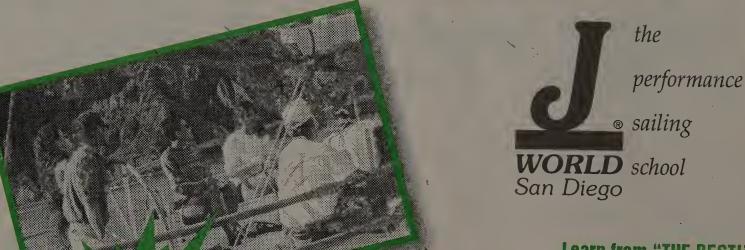




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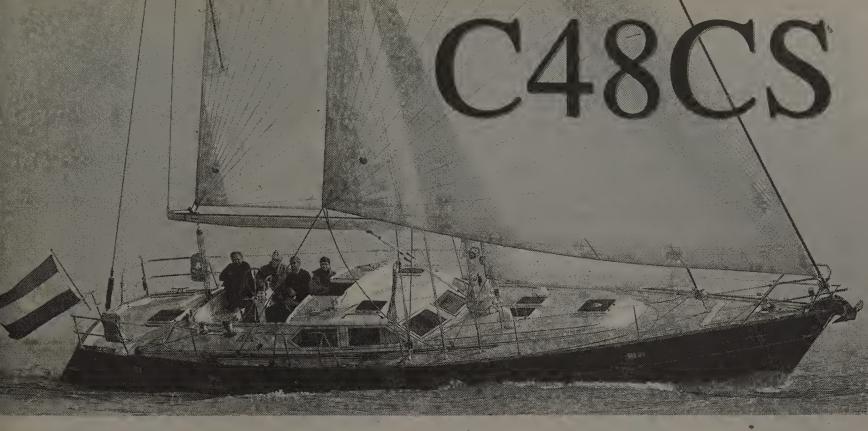
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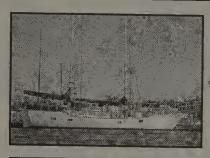
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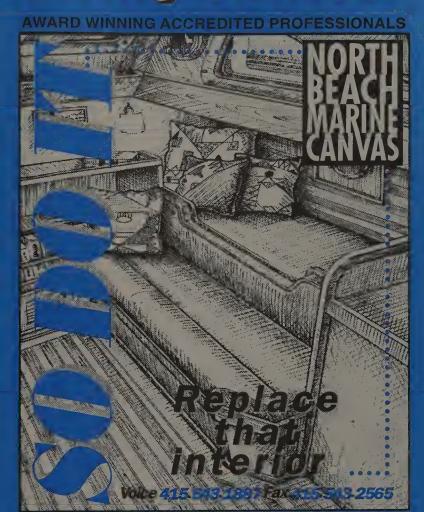
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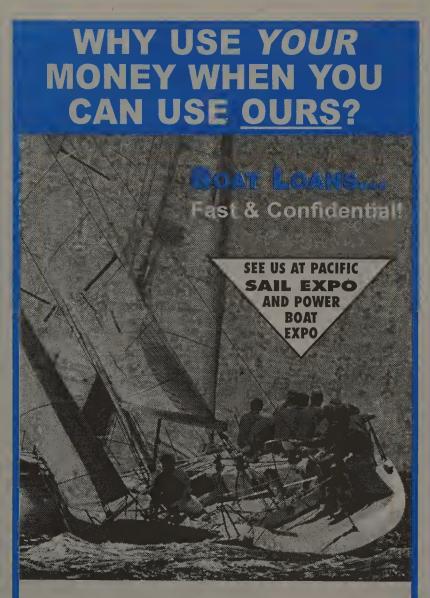
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Nonrace

Mar. 31 & Apr. 1 — "HiHo Caribbean Passage," a slide presentation at Berkeley YC (3/21) and Sutter Sails (4/1) at 7 p.m., free. Info, (284) 494-0337, or www.hiho-bvi.com.

Apr. 1 — OYRA Crew Party at Golden Gate YC, 2-6 p.m. The Coast Guard will be there in a 47-footer, Dave Brayshaw will explain the tides for the following weekend's Lightship Race, refreshments, no-host bar. Doug Storkovich, (510) 912-1838.

Apr. 1 — 11:Metre Open House at StFYC, noon to 4 p.m. Free sailboat rides — and maybe some practice racing — for experienced sailors. Tom Dinkel, (408) 490-3818.

 Apr. 1 — Go ahead, be foolish!
 Apr. 1 — U.S. Sailing Basic Race Management Seminar at StFYC, 8 a.m. to 5:30 p.m. Info and registration, 563-6363.

Apr. 1 — Ocean Cruising Club Dinner at Oakland YC. For more details, call Clive King at 332-8110.

Apr. 2 — Daylight Savings Time begins. Spring forward!

Apr. 6 — Latitude 38 Crew List Party at Corinthian YC, 6-9 p.m. Bigger and better than ever! See the Crew List article (pages 222-232) for details. Latitude, 383-8200.

Apr. 9 - Open House at H&S Yacht Sales in Alameda, 9 a.m. to 6 p.m., refreshments. Info, (510) 814-1700.

Apr. 11 — Opening Day at Pac Bell Park. Giants vs. the evil Dodgers, 1 p.m. Peanuts, popcorn and Cracker Jacks. . .

Apr. 12 — SSS Transpac Seminar #7: "Spares and Repairs"; 7:30 p.m. at the Oakland YC; free. Details, (510) 769-8952.

Apr. 15 — DeWitt Dinghy On-the-Water Football at Encinal YC. Dave Vickland, (510) 865-7363.

Apr. 15 — 62nd Annual Opening Day in Redwood City, an all-day celebration centered around Sequoia and Peninsula yacht clubs. Decorated boat parade, blessing of the fleet, dancing, carousing. John Mackey, (650) 596-5802.

Apr. 15 — "Selecting and Buying a Boat," a free seminar at Stockdale Marine (Sacramento) by Gale Stockdale and Bill Wells; 10:15 a.m. lnfo, (916) 332-0775.

Apr. 15 — Annual Nautical Flea Market at Encinal YC, 7 a.m. to 1 p.m. EYC, (510) 522-3272.

Apr. 17 — "An Evening With Gary Jobson," presented by West Marine at the Sausalito YC, 6 p.m. Jobson, who recently covered the America's Cup massacre in Auckland, will give his insights on that regatta as well as the upcoming Sydney Olympics. \$15 includes barbecue dinner. Proceeds will benefit the SYC junior sailing program. Info, 332-0202.

Apr. 18 - Full moon on a Tuesday night. Do something different!

Apr. 18 — S.F. Bay Oceanic Crew Group monthly meeting, featuring guest speaker Jocelyn Nash of Quantum Sails on "Sail Design." Fort Mason Center, Room C-210, 7 p.m., free. Info, 979-4866.



Gary Jobson.

Apr. 22-23 — Islander 36 Cruise to Jack London Square. Rhonda or Tim, (707) 265-8669.

Apr. 23 — Easter Sunday.

Apr. 26-30 — Pacific Sail Expo returns to Jack London Square for the fourth time. Stop by the Latitude booth and say hello! For info and/or tickets, call (800) 817-7245 or www.sail-

April 28-29 — "Take the Helm," a series for women only in conjunction with Sail Expo. A three-hour on-the-water clinic Friday is followed by a full day of seminars on Saturday. Call (800) 566-6972 for prices and details.

Apr. 29 — Brisbane Marina/Sierra Point YC's nautical flea



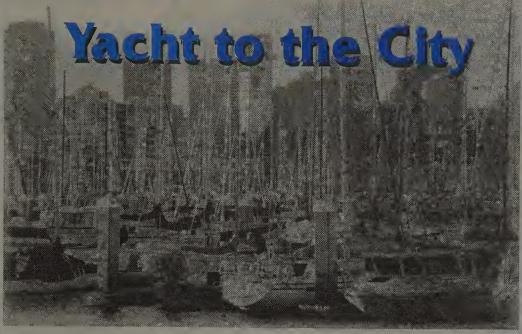








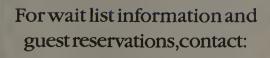




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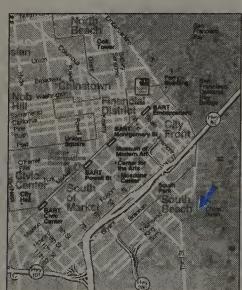


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CALENDAR

market, barbeque and open house; 9 a.m. to 3 p.m.; Mark Chappell, (650) 952-2269.

Apr. 30 - Opening Day on San Francisco Bay. Parades,

parties, and the usual madness. PICYA, 823-6633.

May 5-6 — Cheoy Lee Rendezvous at Treasure Island's Clipper Cove. "Spend the weekend on the hook in the company of like-minded boaters." Brent or Sue, (209) 375-6604, evenings.

May 6 — Marine Flea Market at Anderson's Boat Yard (Sausalito), 8 a.m. to 1 p.m. Limited space available. Info, 332-5432.

May 6-7 & 20-21 — Women's Sailing Seminars at the Corinthian YC. The first weekend is devoted to fundamentals, the second to spinnakers and racing. Kay Rudiger, 381-4758.

May 6-7 — California Cape Dory Owners Association Spring Float-In at South Beach Marina. Drive-ins welcome, too. Walt Bilofsky, 435-4433.

May 9 — "An Evening with Dawn Riley," hosted by the Los Gatos YC at an undisclosed place and time. Call Ted Miller at (408) 353-8602 for the latest lowdown.

May 13 — Marine Flea Market at Peninsula YC (Redwood City), 7 a.m. to 1 p.m. Meals and refreshments available; \$10 for sellers. PYC, (650) 369-4410.

May 18-21 — US Sailing Small Boat Level One Instructor Course at Stockton Sailing Club. Limited space, not free. Info, (209) 951-5690.

Racing

Mar. 25-Apr. 2 — U.S. Olympic Trials for Tornados at Santa Cruz YC. Charlie Roskosz, (831) 429-6731.

Mar. 29-Apr. 1 — U.S. Yacht Club Challenge at Newport Harbor YC. Ten prominent yacht clubs will duke it out in Schock 35s (60% of overall score), CFJs (20%) and Lasers (20%). San Francisco YC, led by Bill Melbostad, will represent the Bay Area in this prestigious competition. NHYC, (949) 673-7730.

Mar. 29-Apr. 2 — Star Class Spring Championship of the Western Hemisphere. Thirty or so Star crews will preview the courses for the following week's U.S. Olympic Trials. StFYC, 563-6363.

Apr. 1 — Angel Island Cup Regatta 2000, the first annual race to benefit the Save Angel Island League (SAIL). Corinthian YC, 435-4771.

Apr. 8 — SSS Farallones. Terry McKelvey, (510) 527-9433.

Apr. 8 — OYRA/AYC Lightship Race, the first fully-crewed ocean contest of the summer season. Unlike last year, life jackets aren't mandatory — go figure! YRA, 771-9500.

Apr. 8 — Commodore's Challenge, two PHRF races for current commodores and their fellow clubmembers. Encinal YC, (510) 522-3272.

Apr. 8-9 — Camellia Cup on Folsom Lake, the first regatta on the '99 Lake Circuit. One design starts for Banshees, Santana 20s and 23s, Catalina 22s and any other class that fields a minimum of five boats. FLYC, (916) 985-3704.

Apr. 8-9 — Seventh Annual Collegiate Regatta, featuring about a dozen colleges battling it out on the Cityfront in FJs in two divisions. StFYC, 563-6363.

Apr. 8-14 — 36th Congressional Cup at Long Beach YC. Can Peter Holmberg make it three in a row? LBYC, (562) 598-9401.

Apr. 8-16 — U.S. Olympic Trials: Finns on Berkeley Circle (RYC), Stars near Emeryville (StFYC), Europes and Lasers at Southampton Shoals. (SFYC). This will undoubtedly be the most competitive sailing of the year on San Francisco Bay. Call the sponsoring yacht club for particulars.

Apr. 15 — Spring One Design #1. SCYC, (831) 425-0690.

Apr. 15 — InterClub Series, Race #1. A six-race South Bay series for members of the following clubs: Alameda, Bay View, BAMA, Club Nautique, Encinal, Island, and Oakland. M.L. Higgins, (510) 748-0289.

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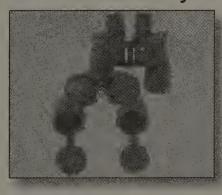
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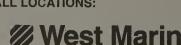
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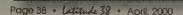
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NWSA is a project of the Women's Sailing Foundation, a not-for-profit organization dedicated to enriching the lives of women and girls through sailing.

CALENDAR

Apr. 15 — Trans-Folsom Race. FLYC, (916) 985-3704.

Apr. 15-16 — J/Fest, now sailed out of the Estuary. All J/Boats invited; prizes galore. Encinal YC, (510) 522-3272.

April 15-16 — Regatta 2000, for Hobie cats and other multihulls off the beach at Santa Cruz. John, (408) 842-9146.

Apr. 16 — Spring PHRF/SCORE/Doublehanded #1. Santa Cruz YC, (831) 425-0690.

Apr. 21-23 — Seventh Annual National Ski/Sail Championship, featuring the usual entertaining mix of skiing at Squaw Valley and sailing on Lake Tahoe in Lasers, Vanguard 15s and Melges 24s. Ralph Silverman, (530) 525-SAIL.

Apr. 22 — Resin Regatta, a one-day only event this year due to the Olympic Trials. Newport 30s, Knarrs, Cal 29s, Folkboats, Santana 22s and Cal 20s will race on one course, while Etchells Antrim 27s, Express 27s, Megli, J/24s and lODs will race on another. SFYC, 789-5647.

Apr. 22 — Doublehanded Lightship Race. Island YC, (510) 521-2980.

Apr. 22 — Clear Lake Monster & Mini-Monster. Konocti Bay SC, (707) 277-SAIL.

Apr. 26, 1980 — It was Twenty Years Ago Today, from a Sightings piece titled Doublehanded Farallones:

There can't be many sailing groups whose initial race has been as enthusiastically received as that of the Bay Area Multihull Association. On April 26, BAMA sponsored the first Doublehanded Farallones Race for both mono and multihulls.

Did they ever draw a crowd! The 74-boat fleet included such thoroughbreds as TransPac record holder *Merlin*, the Santa Cruz 50 *Chasch Mer*, TransPac trophy winners *Brown Sugar*, *Sweet Okole, Wings* and more. These boats were backed by a strong fleet of racers including four Wylie 34s, three Olson 30s, three SC 27s, several Moore 24s, and who knows what else.

Winds 10 knots and frequently much less resulted in a disappointing race, with only 23 boats actually completing the course. Some boats that did finish took almost 24 hours, and a few boats averaged under 2 knots for the 25+ mile trip back from the islands.

Overall winners were Paul Kaplan and Scott Lamson, who had chartered Bill Lee's *Merlin*. Justly feeling they had boatspeed on the fleet, Paul and Scott decided to play it conservative. They decided to stay clear of everyone and start a little later, and they decided to set a sail they thought they would be able to carry all the way to the island without making a change. Their strategy seemed to pay off as their closest boat-for-boat rival, Randy Parker's *Chasch Mer*, resorted to changing headsails before they even got out the Gate. *Merlin* carried their heavy #2 genoa all the way to the islands and set a chute coming back. While it turned out to be a fairly easy race, there was still a lot of running around to keep *Merlin* ahead. "The decks were wet," Kaplan reported, "but from our sweat, not the seas."

Apr. 28 — 53rd Newport to Ensenada Race, billed as "the world's largest international yacht race." Spend the weekend south of the border! NOSA, (949) 435-9553.

Apr. 28, 1990 — Ten Years After, from our *Doublehanded Farallones* article:

The Bay Area Multihull Association's (BAMA) eleventh annual 60-mile Doublehanded Farallones Race started innocuously enough on the sunny morning of April 28. One hundred and forty-one starters — a healthy turnout, but not a record — answered the starting guns off Golden Gate YC, most sporting #3s and flattening reefs in the 20-knot westerlies.

By the time a torrential 5.4-knot ebb 'conveyor-belted' the fleet past Pt. Bonita, the winds were holding steady at 30 and gusting up to 40 — varsity conditions, to be sure. When a dense fog bank rolled in, the majority of the fleet — perhaps recalling the disastrous '82 Doublehanded Race, when four racers died — beat a hasty retreat back to the Bay. Some turned back with

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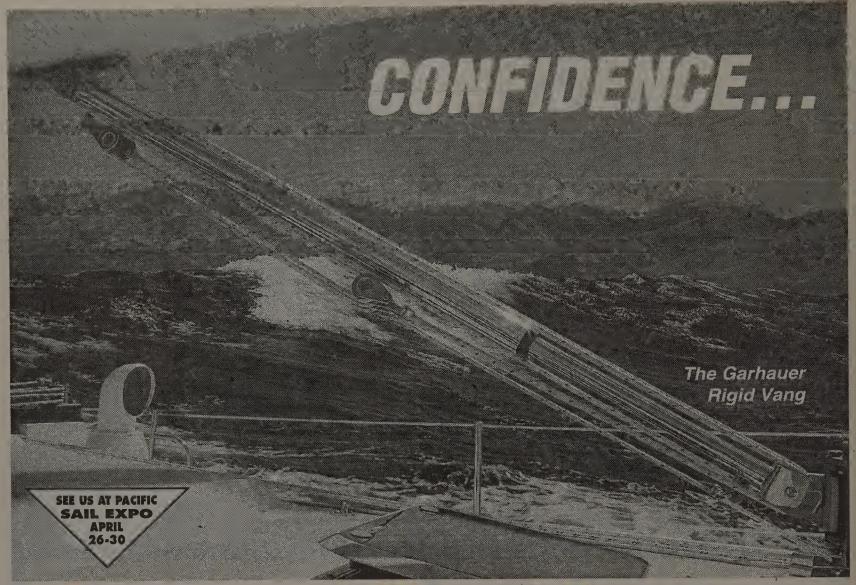
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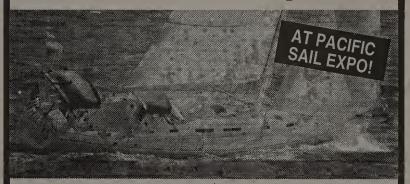
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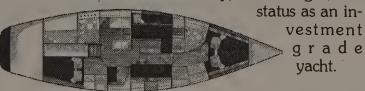
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CALENDAR

gear failure; some with stomach failure; most simply decided that discretion was the better part of valor.

Ironically, the 54 boats that gutted it out were rewarded with a pleasant enough race — if you enjoy shorthanding in 25-30 knots — from that point on. Past the bouncy Potato Patch, the fog lifted, the seas flattened out, and the fleet settled in for an easy starboard tack fetch to the Rockpile. Aboard the Reichel/Pugh 47 Blade Runner, Bill Twist and crew Rhett Jeffries set the #4, put in a flattening reef and kept the boat in 'fast forward' for the Farallones. "We didn't have our #5, and we couldn't figure out how to reef," laughed Twist. "But what we had up turned out to be the perfect combination."

Apr. 28-30 — Konocti Triangle Races on Clear Lake on Friday, followed by the Konocti Cup/Half Cup on Saturday. KBSC, (707) 277-SAIL.

Apr. 29 — El Año Cuadragésimo-Siete Gran Concurso Barco-Toro (read: 47th Bullship Race). Sausalito to San Francisco in eight-foot plywood boxes. Info, (925) 945-6223.

Apr. 29 — WBRA (woodies) season opener, hosted by Golden Gate YC. YRA, 771-9500.

Apr. 29 — OYRA/GGYC DuxShip Race. YRA, 771-9500.

Apr. 30-May 6 — Antigua Sailing Week. Party on! Check out www.sailing week.com for details.

May 6-7 — Lakeport YC Spring Regatta on Clear Lake. LYC, (707) 263-5078.

May 6-7 — Yachting Cup, the first of three regattas on SoCal's Volvo Inshore Championship. San Diego YC, (619) 221-8400.

May 6-7 — Vallejo Race. Don't forget the beer, aspirin and sunblock! YRA, 771-9500.

May 6-7 — Pier 39 Spring Cup Regatta, another fast-paced 11:Metre shootout with \$10,000 on the line. Pier 39, 705-5500.

May 13 — OYRA/SFYC Farallones Race, the quintessential NorCal ocean race. YRA, 771-9500.

May 13 — Elite Keel Regatta on the Southampton track for Etchells, IODs, Knarrs, J/24s and Melges 24s. SFYC, 789-5647.

May 13-14 — Stone Cup: "But I would not feel so all alone, everybody must get Stoned." StFYC, 563-6363.

May 26 — Third Annual Spinnaker Cup: San Francisco to Monterey. Co-hosted by Golden Gate YC and Monterey Peninsula YC. Donna Womble, (831) 659-0651.

May 26-28 — Second Annual VNA Hospice Regatta. Good racing, good partying, good cause. StFYC, 563-6363.

May 27 — Master Mariner's Race, followed by the traditional shindig at Encinal YC. Bob Rogers, 381-3498.

May 27-28 — Whiskeytown SC's 36th Annual Memorial Day Regatta, including the Capri 22 Nationals. Phil Walker, (530) 246-9465.

June 24 — 9th Annual Coastal Cup, returning to Santa Barbara this year. Encinal YC; Rod Kidd, (510) 814-7285.

June 25 — SSS TransPac. Terry McKelvey, (510) 527-9433. July 10-14 — West Marine Pacific Cup, the 2,070-mile 'Fun Race to Hawaii'. Mary Lovely, 441-4461.

July 31-Aug. 9 — Kenwood Cup: eight buoy races off Honolulu, plus a 55-miler and the 148-mile Molokai Race. RHORC; Ken Morrison, (808) 946-9061.

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BERKELEY YC — Friday Night Races. Every Friday night, 4/7 through 9/29. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Every Friday night, 4/7 through 9/8. CYC, 435-4771.

COYOTE POINT YC — Wednesday Nights: 4/5 through 10/25. Mark Neumann, (650) 696-9616.

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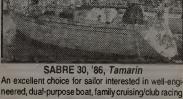


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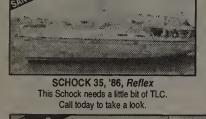
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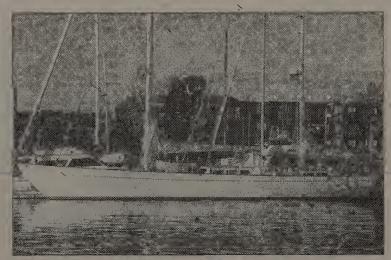
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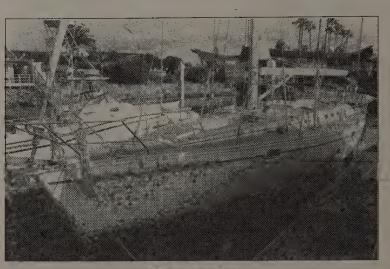
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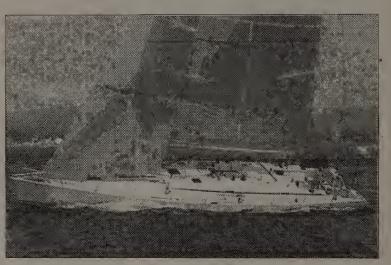
Elmo's Fire Southern Ocean 71' Ketch, 1978



Rhapsody Beneteau 50' Sloop, 1993



Stigandi Valiant 40' PH Cutter, 1978



Cassiopeia
Davidson 72' Sloop, 1993

QUALITY BROKERAGE LISTINGS

39'	Cal sloop	. 1988	55'	Cantiere Navale cutter	1987
41'	Driscoll custom ketch	. 1976	60'	Wylie/Betts sloop	2000
44'	Ta Shing sloop	. 1984	62	Southern Ocean ketch	1986
52'	Tayana cutter	. 1991	62'	Dynamique sloop	. 1983
54'	Ta Chiao ketch	. 1978	70'	Rhodes ketch	1966
54'	Hunter Marine sloop	. 1983	94'	Thackway/Voss & Brijs ketch	. 1981

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WATERCRAFT SAFETY

Winter is finally coming to an end, and it is time to start thinking about the boating season. Warm, sunny days will be here before you know it, and you want to be prepared to enjoy them from the very beginning.

But before you set sail, you want to make sure everything is 'shipshape'. It is vital to keep your boat well equipped and maintained for the safety of you and your passengers. You want to savor those beautiful summer days without any worry. Be sure to check the following parts annually for leaks, cracks and rusting.

ENGINE

Drive Belts • Outdrive Seals Water Pump Impeller Stern Drive Bellows Steering Cables

SAFETY EQUIPMENT

Fire Extinguisher Coast Guard Equipment Bilge Blower • Navigation Lights Electronic Equipment

Thru-hull Fittings Seacocks Shut-off Valves Hoses and Clamps

Boat maintenance and safety go hand-in-hand. As the captain of your vessel, you are responsible for your passengers and the other boats and people around you. It is important that you know the load limit of your boat and not exceed it. Too many passengers could impair the boat's performance, the driver's vision and attention, and possibly put people in jeopardy.

Know the nautical 'rules of the road'. Driving a boat is no different than driving a car. Rules have been created to assure the safety of all boaters, particularly during the busy summer season. One rule that should be obeyed at all times is that the driver of a boat should never drink and drive. Sun, wind and boat motion can increase the effects of alcohol. Just a couple of drinks can impair balance, judgment and reaction time. A designated driver is always a smart and safe option.

Other boating safety tips:

· Keep life jackets visible and accessible.

Always carry safety gear on board and know how to use it.
Make sure your vessel is clearly numbered on the front of the bow.

Boating is an enjoyable summer activity, so have fun. But take the necessary precautions so you can enjoy boating for the entire season.

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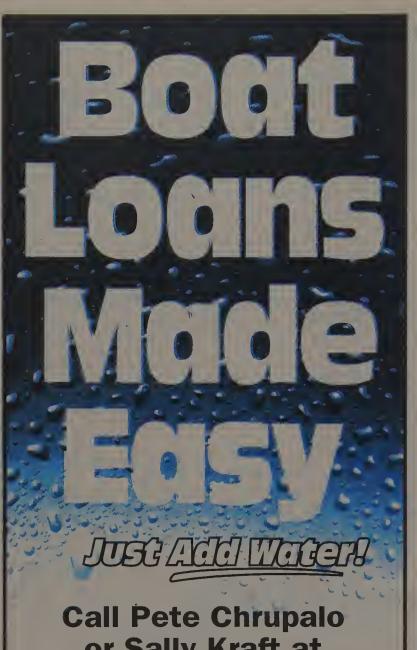
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CALENDAR

ENCINAL YC — Friday Night Twilight Series. Spring: 4/7, 4/21, 5/5, 5/19, 6/9. Mike Rettie, (510) 522-1807.

GOLDEN GATE YC — Friday nights: 4/28, 5/12, 5/26, 6/9, 6/23, 7/7, 7/28, 8/11, etc. Jeff Zarwell, (408) 252-7671.

GOLDEN GATE YC/FOLKBOATS: Wednesday Night Woodies: 5/3-8/30. Ed Welch, (415) 851-3800.

ISLAND YC — Friday Nights on the Estuary: 4/14, 4/28, 5/12, 6/2, 6/16, 7/28, 8/11, etc., Janet Frankel, (415) 362-9533.

MONTEREY PENINSULA YC — Sunset Series: Wednesday

nights, 4/12-10/4. Race Chair, (831) 372-9686.

OAKLAND YC — Sweet 16 Series. Every Wednesday night: 5/3-6/28 and 7/26-9/13. Bob Donovan, (925) 934-7848.

RICHMOND YC — Wednesday Night Series: 5/3, 5/17, 6/7,

6/21, 7/5, 7/19, 8/9, 8/23, etc. Eric Arens, (510) 841-6022. **SANTA CRUZ YC** — Wednesday Night Races. Every Wednesday, during daylight savings time. Larry Weaver, (408) 423-8111.

SAUSALITO CRUISING CLUB — Friday nights: 5/12, 5/26, 6/9, 6/23, 8/11, 8/25, 9/8. Deborah Leanos, (415) 499-9676. **SAUSALITO YC** — Tuesday Sunset Series. Spring: 4/25, 5/

9, 5/23, 6/6, 6/20. Andy Eggler, 332-1267. **SEQUOIA YC** — Every Wednesday night: 5/3-8/30. Dan

Lockwood, (650) 361-9472.

SOUTH BEACH YC — Friday Nights: 4/7, 4/21, 5/12, 5/19, 6/2, 6/23, 7/7, 7/21, etc. Mark Hecht, (650) 341-6449.

TAHOE YC — Wednesday Night Beer Cans: Spring Series, 5/31-7/12; Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nights: Every other week from 4/8 through 9/8. Hans Bigall, (707) 586-1555.

VALLEJO YC — Every Wednesday night: 4/5-9/27. Bob & Val McGowan, (707) 643-1254.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phoneins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

April Weekend Currents					
date/day	slack	max	slack	max	
4/01Sat		0148/2.7E	0520	0807/2.7F	
	1057 2350	1356/4.0E	1746	2044/3.5F	
4/02Sun		0325/3.2E	0657	0946/3.1F	
	1242	1537/4.2E	1920	2215/3.7F	
4/08Sat		0121/2.8F	0408	0732/4.7E	
	1116 2311	1419/3.5F	1750	2008/2.5E	
4/09Sun		0212/2.4F	0455	0826/4.5E	
	1220	1523/3.2F	1900	2108/2.0E	
4/15Sat		0245/3.3E	0606	0902/3.3F	
	1148	1451/4.2E	1828	2132/4.0F	
4/16Sun	0030	0324/3.8E	0652	0949/3.7F	
	1242	1537/4.1E	1910	2209/3.9F	
4/22Sat		0101/2.2F	0347	0706/4.1E	
	1102 2256	1400/3.0F	1732	1940/2.0E	
4/23Sun		0143/1.8F	0423	0751/3.8E	
	1152 2349	1452/2.6F	1829	2029/1.6E	
4/29 Sat		0128/2.5E	0514	0754/2.1F	
	1040 2332	1333/3.3E	1723	2025/3.2F	
4/30Sun		0211/3.1E	0555	0840/2.7F	
	1134	1422/3.5E	1802	2100/3.4F	



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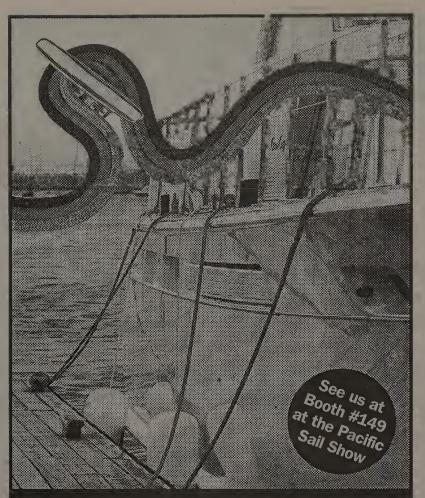
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LETTERS

QUANTIFICATION OF THE PROOF THE CAN RACING

Last year I raced with some guys from Santa Cruz who had made it their goal to sail in five beer can races in five days. Those nameless wackos have become my inspiration — and the unintended recipients of the Sospenders that I left behind. It was during a Thursday night beer can race off Benicia that we had the greatest time. Becalmed in the middle of the Carquinez Straits, we contemplated the meaning of life over a cold beer and the cool sounds of jazz.

This year I am alone for the first time in my life, and I need a goal. I need to do something that nobody has done before to set a tone for the rest of my life. I need to achieve something noteworthy. Call it self-therapy, sail-directed therapy, or Bay Area beer-can torture, but I hereby publicly announce my intent to establish the ultimate record for beer can race participation. It shall be my crusade, my hadje, my spirit quest — yes, my chance to reconnect with the kid who grew up loving sailing, the feel of wind on my skin, the power of the tiller, and the poetry of the ocean.

To set the ultimate record, I plan to sail at least once in every beer can race in the Bay Area. And I want to do it as quickly as possible with the highest possible finishes. To that end, I will contact each race committee and officially enter each race. Furthermore, I will invite locals to sail with me at each venue, using crew lists from *Latitude* and other sources.

I've got all the beer can races and dates on disk, and I have begun to plan my strategy. In addition, I have lots of work to do on the boat, very little time in which to do it, and even less money. But I will spare nothing in trying to save myself — and have a great time in the process. Well, it may be a little hard to have a great time, as I live below the poverty line and therefore at the end of each month usually dine on Top Ramen twice a day and buy gas with leftover pennies. Oh, how the mighty have fallen!

Paul Pearce Dave, Dufour 27

Paul — To think that some grandmother wasted her time walking all the way across the country in a futile effort to get politicians to pass campaign finance reform. If she'd only had your inspiration, your love of sailing, and your priorities, she could have accomplished something meaningful.

We're so taken with the nobility of your quest that we have an offer for you: If you make it halfway through your beer can spirit quest — keeping brief diary entries of each event — we'll make some semi-meaningful contribution to aid you in achieving your goal. Something like a used genoa or a couple of tanks of gas — which, by the way, can no longer be purchased with "leftover pennies".

Be strong and hold the course, for many will be counting on your success for inspiration.

↑ PREDICTING GENERAL PERFORMANCE

I'm looking to buy a reasonably fast boat in the 30-foot range. As such, I'd like to look over the PHRF ratings of each design so I can get a general idea of their performance capabilities. Are the ratings published anywhere — hopefully on the web? In addition, are there any other ways of telling how fast a boat is — other than the usual guessing game of trying to judge sail area versus displacement?

Paul Miller San Jose

Paul — There are several sites on the web with lists of PHRF ratings, some for just Northern California, some for all the different sailing regions of the United States. Because some sites have

PAGIFIC SAIL EXPO

SHOW PLANNER

A preview of the special events, seminars and exhibitors at the largest sailboat show west of the Mississippi.



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Come Cruise With Us!

For the umpteen thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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Club Nautique offers US SAILING certified instruction from Basic Keelboat through Offshore Passage Making. Classes are taught by US Coast Guard licensed and US SAIL-ING certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.

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Weather

No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

2 Memberships For The Price Of 1

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- More Custom Sailboats
- Parking Directions see page 24
- Saturday Night Sailors' Party see page 28



This show Preview includes:

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•	Seminars	. 12-17
•	Special Events	. 18-23
•	Travel and Hotel Information	. 24-26
•	Advance Ticket Information	27

photos: Su Brodsky, Latitude 38 Archives

Dear Sailor,

Now in its fourth year, Pacific Sail Expo has grown to rival the best sailboat shows in the world. It's only fitting that the fabulous sailing waters of the Pacific have a show of this caliber. Four Pacific-based America's Cup teams, numerous renowned global cruisers, great local sailing and thousands of enthusiastic sailors deserve the attention of the sailing industry.

Your support makes the show possible. Enjoy your visit.

Karen Kelly

Executive Director, Sail America

P.S.: For changes and updates, check out our website at www.sailexpo.com

Kan t. Kelly



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Antrim 27 Araminta 36

Bavaria 34

Bavaria 42

Beneteau 311

Beneteau 331

Beneteau 361

Beneteau 381

Beneteau 411

Beneteau 461

Beneteau First 40.7

Beneteau First 47.7

Byte

Caliber 40LRC

Catalina 14.2

Catalina 16.5

Catalina 250 keel

Catalina 28 Mkll

Catalina 310

Catalina 320

Catalina 34 MkII

Catalina 36 Mkll

Catalina 380

Catalina 400 MkII

Catalina 42 MkII

Catalina 470

Catalina Expedition 12.5

Challenge Classic 67

Contest 48CS

Corsair F-24

Corsair F-28 CC

Corsair F-31

Farr 40

Fast Passage 40

Gemini 105

Gozzard 37

Hallberg Rassy 42

Hans Christian Explorer 4750

Harbor 20

Hobie

Hunter 90

Hunter 140

Hunter 170

Hunter 212

Hunter 240

Hunter 260

Hunter 290

Hunter 320

Hunter 340

Hunter 380

Hunter 410

Hunter 450

Hunter 460

Hunter HC50

Hylas 46

Hylas 54

Island Packet 320

Island Packet 380

Island Packet 420

J/120 J/32

J/42 J/46

Jeanneau 34.2

Jeanneau 37

Jeanneau 40

Jeanneau 40 DS

(as of 2/29/00)



Jeanneau 45.2 Jeanheau 52.2 Lagoon 380 Catamaran Lagoon 410 Catamaran

Laser Lido 14

MacGregor M-26X

Megabyte Morris 46

One Design 35 Outbound 44

PDQ 32 Prout 38 Reynolds 28

Royal Passport 47 Sabre 362 Sabre 402

Saga 43 Santa Cruz 52 Santana 20 Schock 40 Shannon 43 Ketch

Stellar Passport 52

Swan 56 Tayana 48

Tinker Foldaway RIB Tinker Tramp Inflatable

Tinker Traveler Inflatable Ultímate 20

Valiant 42 Vanguard 15 Wauquiez 43

Westerly Oceanlord 41

Windrocket 16

Climb aboard the 67' New World Challenge training vessel.



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EXHIBITORS (as of 2/29/00)

By Category

Boat Dealers

Andersen Yachts USA, Inc. Bower & Kling Yachts City Yachts Cruising Cats USA Cruising Specialists Discovery Yachts **H&S Yachts** Keefe Kaplan Maritime, Inc. Passage Yachts, Inc. **Quality Marine Products** Sail California Svendsen's Boat Works Tradewinds Marine/ Precision Sailboats West Coast Yachts Yacht Sales West, Inc.

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Aerodyne Marine Bavaria Yachts Beneteau USA Byte Boats, Inc. C&C Yachts, Inc. Caliber Yachts Catalina Yachts Composite Wingworks, Inc. Contest Yachts Corsair Marine, Inc. DeWitt Sailboats, Inc. Gozzard Yachts Hallberg Rassy Hans Christian Yachts **Hunter Marine Corporation** Hylas Yachts, Inc. Island Packet Yachts J/Boats Jeanneau America Legendary Yachts Marine Projects (Plymouth) Ltd. Morris Yachts, Inc. Nautor's Swan Pacific Seacraft Point West Yachts

Porta-bote International

Sabre Yachts

Tinker Marine

Santa Cruz Yachts

Tartan Yachts, Inc.

Vanguard Sailboats West Coast Inflatables

Ultimate Sailboats, Inc.

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Precision Boat Works, Inc.

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Havn Enterprises

Helmut's Marine Service, Inc.

Holt Allen

Horizons, Ltd.

Hotwire Enterprises

Imtra Corporation

Interlux Yacht Finishes

Island Girl

JSI - The Sailing Source

Kato Marine

Kilian Propeller

Kop Coat Marine Group

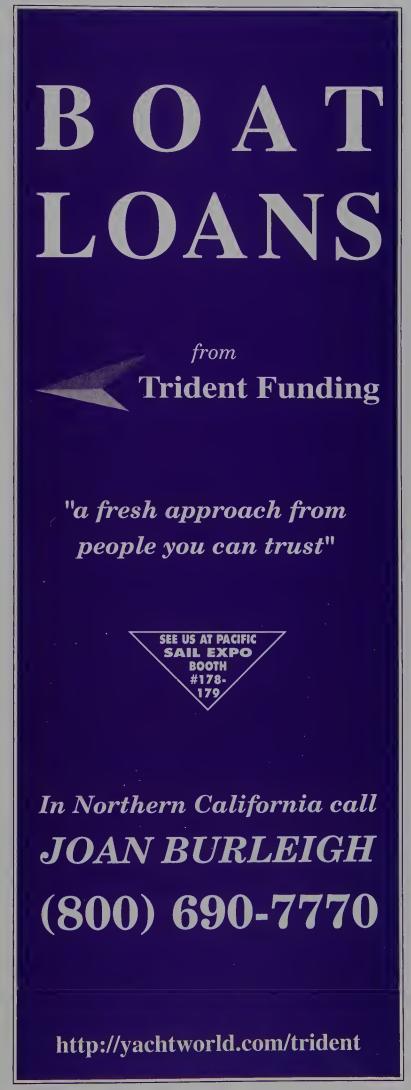
Lewmar Marine

Magellan Corporation

Marinco AFI

Mariner Boat Yard, Inc.

continued on page 8





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Sug. Retail \$499







Windspeed/Direction

Rain

Indoor Temp/rH Outdoor Temp/rH

TOM NEALE

Editor at Large, Cruising World Magazine Author, 'On Watch' Column, All in the Same Boat Publisher and Editor, Cruising Coast and Islands Tom will come from his boat in the Bahamas to Sail Expo 2000 in Oakland

Come to Tom's free, entertaining talks during the show. Buy a personalized copy of the 'cruiser's bible'. All in the Same Boat.

Subscribe to the totally unique Cruising Coast and Islands at special low rates.

Produced aboard a boat as it cruises, no advertisements. dedicated exclusively to achievable cruising in easy areas,

Cruising Coast and Islands was recommended by Practical Sailor and endorsed by Cruising World.

Tom began cruising in the '50s as a kid. In 1979, he and Mel, his wife, left their careers and moved aboard. They have cruised full time since then, averaging 5,000 miles a year. Hear what it's like to cruise unplugged. Hear about the fabulous cruising areas of the Bahamas, Caribbean and U.S. East Coast.

Sponsored by The Moorings

EXHIBITORS continued from page 7

By Category

Mariner's Choice Maritime Supply LLC

Hardware & Accessories (cont.)

Martec Sailboat Propellers Matella

Maxi Marine

Metal Polish Pros

Multiple Choice

NADA-Chair

NEATitems.com

New Found Metals

New Wind Corporation

Norka Industries, Inc.

OCENS

Ocean Marine Systems

ospreysailing.com

PYI, Inc.

Pacific Coast Canvas

Pettit/Woolsey/Z-Spar

Philadelphia Resins

Profurl, Inc.

PUR Watermakers

Refrigeration Parts Solution

Rekord Enterprises, Ltd.

Romaine Marine

Ronstan International, Inc.

SJS Custom Marine Products, Inc.

Sailtec, Inc.

Samson Division (American Group)

Scandvik

Schaefer Marine

Sea Frost

Sea Recovery Corp.

Seaport Marine

Selden Mast, Inc.

Simpson Lawrence, Inc.

Southwest Windpower

Spartite

Spectra Watermakers, Inc.

Sport-a-Seat Paradise Co.

Suunto USA

Swedish Marine

Technautics, Inc.

U.S. Paint Corporation

V.F. Shaw Co., Inc.

Valliano

Village Marine Tec

Westerbeke Corporation

Western Marine Marketing,

Wichard, Inc.

Windpilot USA

Yacht Design, Inc.

Yale Cordage Yanmar Engines

Electronics, Communication & Navigation

ACR Electronics

American Battery

Brookes & Gatehouse USA Cape Horn Marine Products,

Inc.

Celestaire, Inc.

Complete Cruising Solutions

Garmin International

HF Radio Onboard

Icom America, Inc.

Interphase Technologies, Inc.

Jack D. Scullion Yacht Services

Johnson Hicks

Little Pine Multimedia

MPC Boaters Directory

Marine Instrumentation

Maritime Electronics

Raytheon

Richards Marine Marketing

Rolls Battery Engineering

Scanmar International

SI-TEX Marine Electronics, Inc.

Speedtech Instruments

Standard Horizon

Star Marine Electronics, Inc.

Trace Engineering

Waypoint

Safety Equipment & Inflatables

Fiorentino Para Anchor

Mustang Survival, Inc.

Stormy Seas, Inc.

Switlik Parachute Co., Inc.

Tim's Zodiac Marine

Viking Life Saving Equipment,

Inc. Voyager Marine

West Coast Inflatables

WINSLOW LifeRaft®

Sailmakers

Dutchman Manufacturing Larsen Sails/Neil Pryde Sails

Leech & Rudiger Sails

North Sails

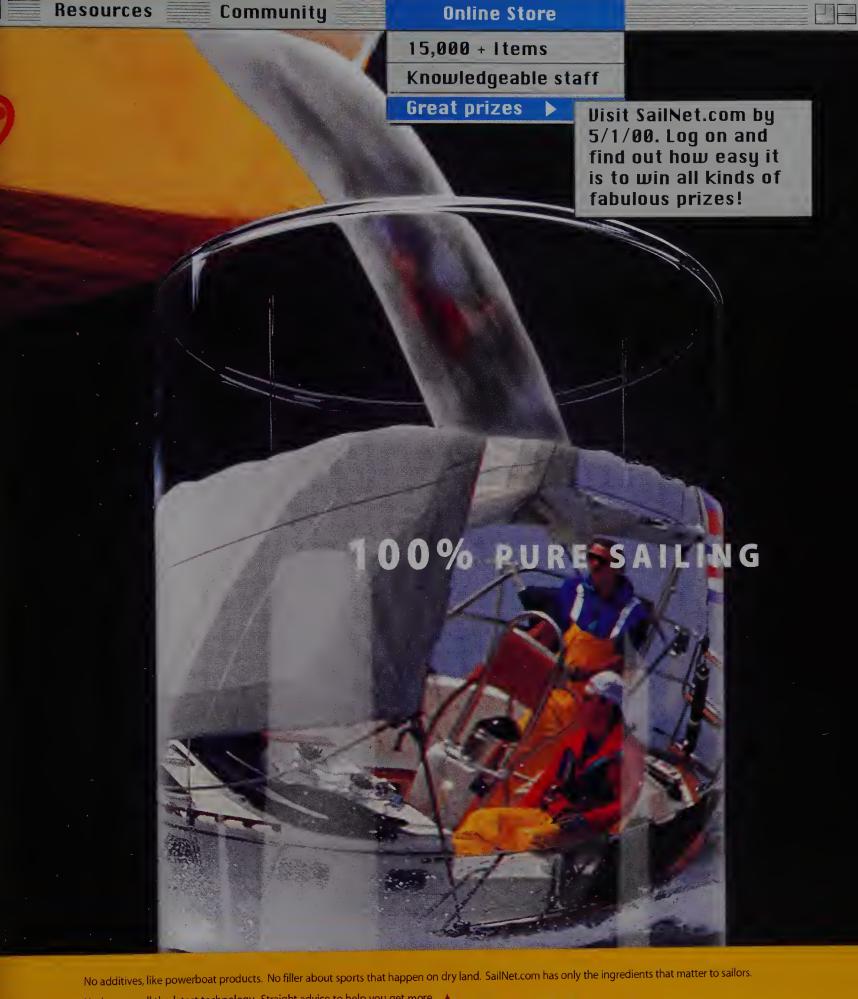
Pineapple Sails

Quantum Sail Design Group

Sail Care, Inc.

The Sail Warehouse

continued on page 10



Updates on all the latest technology. Straight advice to help you get more out of the sailing you do. An online store that makes it easier than ever to find what you need. And a whole lot more. SailNet.com. Created by sailors. Purely for sailors. It's just what you've been thirsting for.





EXHIBITORS continued from page 8

By Category

Sailrite Sobstad Sailmakers

Charter Companies, Sailing Schools, Marinas & **Associations**

American Sailing Association **Anacortes Yacht Charters** Antioch Marina

BVI Tourist Board Ballena Isle Marina Bitter End Yacht Club The Catamaran Company Challenge Business Charters Northwest City of Richmond, Marina Bay Club Nautique Day Sailer Association

Emery Cove Yacht Harbor Island Sailing Schools Maritime Institute, Inc. OCSC SF Bay Penmar Marine Co. San Leandro Marina Sea Sense - The Women's Sailing School Starpath Sun Yacht Charters Sunsail Tahiti & New Caledonia Yacht Charters

The Moorings Tradewinds Sailing School **US Sailing** VPM DuFour Vessel Assist Association

Magazines & Publications

48° North Blue Water Sailing Coastal Cruising Cruising World Dockside Latitude 38 Latitudes & Attitudes Marine Publications Co. Maritime Marketing, Inc. Multihulls Ocean Navigator Paradise Cay Publications SAIL sailfirst.com Sailing Sailing World The Log Newpaper

Marine Finance & Insurance

Allstate Insurance Bruce Brown & Associates Dimen Marine **Essex Credit Corporation** Ganis Credit Corporation McGinnis Insurance Seaport Marine T.D. Marine Enterprises **Trident Funding Corporation** Westmar Insurance Sales

Apparel & Accessories

Alpine Ind./The Wright Environment DeWitt Art Gallery Drawstrings of Malibu Gill North America Guy Cotten Henri Lloyd North America MIM Enterprises/Polarized Optics Mariah's Eyes Medical Sea Pak Nautical Gold Creations ospreysailing.com Sailing Angles Sea Fever Gear Sportbags.com Strida North America The Jerky Hut Tiller Stay Ullman Sails Sunglasses West Marine Your Eyes



Did we forget fiddles on the table? No - an Altair sails level, so relax and enjoy a great ride.

Isn't it time to enjoy it all?

There are things we love in sailing - and then there's the other stuff... The dark and viewless "down below", bunks with narrow ends, heeling and all that goes with it... Do you have to give up so much for the pleasure of sailing?

On an Altair, you can enjoy it all. Our "down below" is a gracious extension of the world outside, full of light from windows that bring you the view from three sides, full of air from a unique hatch that opens the saloon into the cockpit.

Two identical staterooms give you headroom and a true double bed, instead of a little slice of one.

Our cats sail on the level, so even in a stiff breeze you can move around freely, instead of being

glued to a handrail (hang on to your hat, though - an Altair may be comfortable, but it's also quick).

Just owning an Altair is a pleasure. We engineer for safety and longevity. We design for durability and easy care. In short, we build as though you'll enjoy your PDQ for a long time - and you will.

Because on a PDQ cat, the only thing you give up is the notion that great yachts have just one hull.





Capella

PDO Yachts Inc.

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See the Altair at Pacific Sail Expo



SEMINAR SCHEDULE (as of 2/29/00)

We have developed four seminar 'tracks'. The different seminar tracks are defined as follows:

NEW FOR THE YEAR 2000!

- 1. Just Starting Out Topics for first time buyers, sailors or charterers
- 2. Give Me the Nuts & Bolts Specific topics for the intermediate cruiser and/or racer.
- 3. Fine Tuning Experienced, advanced and specialized topics for avid cruisers and/or racers
- 4. That's Entertainment Presentations by sailing stars, leaders and legends

The above four tracks relate to the topic. For example, an experienced racer would want to attend a 'Fine Tuning' seminar on selecting racing sails. However, that same sailor may not know anything about chartering for the first time, so would attend a 'Just Starting Out' seminar on Chartering in the Caribbean. Sail America seminars are geared toward expanding your horizons by offering in-depth, hands-on and how-to information.

- All seminars are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. -

<u>TIME</u>	LOCATION	TOPIC	TRACK	SPEAKER/SPONSOR
Wednesda	ay, April <i>26</i>			
	Tent B1	Choosing the Correct Propeller	Starting Out	Joe Dahmen, CDI/Cruising Design, Inc.
10:30 AM	Tent B2	Marine Batteries: Charging, Usage & Care	Starting Out	Ron Romaine, Romaine Marine Elec.
10:30 AM	Village 1	Cruising Baja California's Sea of Cortez	Entertainment	Gerry Cunningham, Gerry Cruising Charts
10:30 AM	Village 2	Gordon West: Marine Electronics Demos - Call	(800) 817-724	5 for cost & details (all day)
12:00 PM	Tent B1	Modern Celestial Navigation		Ken Gebhart, Celestaire
12:00 PM	Tent B2	Storm Strategies for the Pacific	Nuts & Bolts	John Connolly, American Sailing Association
12:00 PM	Village 1	"You're Going to Live in a What!?": How to		
		Decide if You Really Want to Go Cruising	Starting Out	Tom Neale, The Moorings/Cruising World
1:30 PM	Tent B2	Buying a Charter Boat: Panel Discussion	Liza Cop	peland, Moderator, Exhibiting Charter Companies
1:30 PM	Village 1	Hurricane Preparedness	Nuts & Bolts	Pam Wall, West Marine
3:00 PM	Tent B1	Application of Topside Finishes	Nuts & Bolts	Cary Nicely, Interlux Yacht Finishes ·
3:00 PM	Tent B2	Manual and 12 Volt Watermakers		Jane Ford, PUR Watermakers
3:00 PM	Village 1	Lessons from a 5-Year Circumnavigation	Nuts & Bolts	Dave Sherman, Latitude 38
4:30 PM	Tent B2	First Time Chartering & Various World Opportuni	ities Liza Cop	eland, Moderator, Exhibiting Charter Companies
4:30 PM	Village 1	Cruising/Shorthanded Spinnaker Sailing	Fine Tuning	Gary Shaw, V.F. Shaw Co., Inc.
Thursday,				
10:30 AM		But Honey, You'll Love Cruising	Starting Out	Lori Lawson, Paradise Cay Publishing
10:30 AM		Anchoring Techniques for Two	Starting Out	Jim Corenman, Pineapple Sails
10:30 AM	Village 1	Blue Water Sailing in a 20' Boat:		
10,20 444	Villaga O	Kawabunga's South Sea Adventure	Nuts & Bolts	Charlie Dewell, South Seas Publishing
10:30 AM	_	Cruising School with Tom Neale - Call toll-free		
12:00 PM		Offshore Electrical Systems	Starting Out	Ron Romaine, Romaine Marine Elec.
12:00 PM		First Time Chartering & Various World Opportuni	ties Liza Cop	eland, Moderator, Exhibiting Charter Companies
12:00 PM	Village 1	Sail Inventory & Handling for the Offshore Cruiser	Starting Out	Carol Hoose Port Tourseand Calls / 400 March
1:30 PM	Tent B1	Manual and 12 Volt Watermakers	Starting Out	Carol Hasse, Port Townsend Sails/48° North
1:30 PM	Tent B2	Tactics for the Coastal Cup to Ventura	Fine Tuning	Jane Ford, PUR Watermakers
1:30 PM	Village 1	Survival at Sea	Nuts & Bolts	Kame Richards, Encinal Yacht Club
3:00 PM	Tent B1	Cruising French Polynesia	Nuts & Bolts	Tami Ashcraft, BrightWorks Publishing
3:00 PM	Tent B2	Hi Tech Rope and Fiber Technology	Fine Tuning	John Connolly, American Sailing Association Dave Strauss, Sampson/B. Brown Assoc.
3:00 PM	Village 1	Safety and Comfort for Cruising Couples	Starting Out	
4:30 PM	Tent B2	Refrigeration for Cruising	otar ting Out	Liza & Andy Copeland, Romany Publishing Kevin Alston, Glacier Bay, Inc.
4:30 PM	Village 1	Cutting Your Cruising Teeth at San Carlos	Starting Out	
6:00 PM	Village 1	Stars Come Out at Night: Pirate's Wake	otar ting Out	Gerry Cunningham, Gerry Cruising Charts
		Cruising from the Caribbean to Colombia, San	Rias & Panama	Barbara Marrott Cruicing Morld
		Jan In Jan Control to Continuita, Sail I		Darbara Mariett, Graising World

EACH ONE AN OWNER'S ORIGINAL.



Sheila III: easy sailing, easy living. Inveterate sailors, David and Sheila Manischewitz, had a vision of what for them would be the perfect boat. David comments: "The Morris 46 design offers us everything we want in performance and liveability. She's safe, fast, comfortable, and the two of us can handle her with ease." In Sheila's words: "Tom Morris and his crew were very creative in their solutions to all the personal choices and special requests we made. We're thrilled with the result!"

Owners David and Sheila Manischewitz aboard Sheila III with builder, Tom Morris.



Reindeer: performance cruising. This is the prototype for the Morris 48.6 for sailors who want to "fly" in comfort. She features a big cockpit with wraparound seating, comfortable accommodations below, tons of storage, and superb finishing details. Robert H. Perry, Yacht Designer, writes: *The Morris 48.6 is an interesting hybrid of handsome lines, racing technologies and cruising considerations…an ideal combination.*

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SEMINAR SCHEDULE continued from page 12

TIME LOCATION TOPIC

Friday, April 28

10:30 AM Tent B1 10:30 AM Tent B2 10:30 AM Village 1 10:30 AM Village 2

12:00 PM Tent B1

Sailing Is Simple: We'll Prove It SAILMAIL: Getting Your Email Offshore Survival at Sea

What Do You Really Need to Go Cruising? Abandon Ship: Handling Any Emergency

TRACK

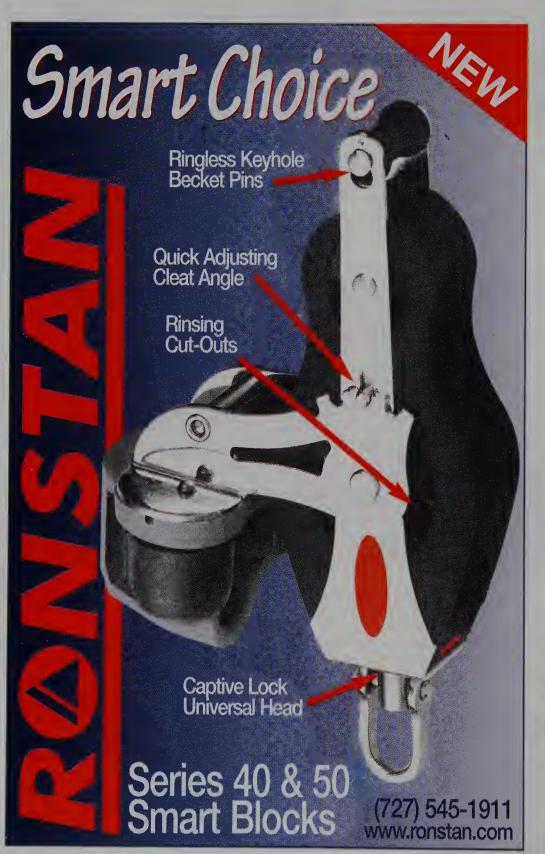
SPEAKER/SPONSOR

Starting Out Starting Out Nuts & Bolts Nuts & Bolts

Capt. Carol Cuddyer, Sea Sense Jim Corenman, Pineapple Sails Tami Ashcroft, BrightWorks Publishing

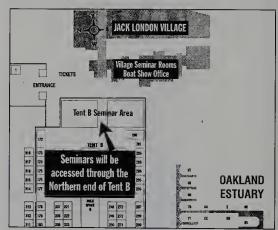
Herb & Nancy Payson, SAIL Magazine Bruce Brown, Bruce Brown Associates

continued on page 16





FIVE SEMINAR AREAS



Tent B1 and Tent B2: Access through Exhibit Tent B Jack London Village 1, 2 and 3: Access outside of show entrance via Tent B. Inside Jack London Village

- Seminar times and locations are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. -





Why the J/120 is the First Offshore Sailboat For 10 of 30 Owners in Southern California

"Extraordinary" you may say. One family chose the J/120 instead of an airplane, because with this sailboat everyone could be involved in its operation. Another had just owned dinghies. Two friends in their late 20's combined to form a cruising syndicate for their new families.

Maybe these first-time keel-boat owners were dedicated readers of *Cruising World* Magazine when J/120 was made the Overall Boat of the Year and Best Value in a large cruising boat? Or is Southern California that much ahead of the world in appreciating the high-tech contribution of SCRIMP con-

struction to performance? Does the retractable carbon fiber bowsprit and asymmetrical spinnaker offer the distinctive innovation to set them apart from staid traditionalists? Maybe sailing 14 knots with only 2 people aboard makes the blood run faster. Or, is it the fact there's no teak on deck to maintain, leaving more quality sailing time for friends and family?

On the other hand, there's life in the marinas and raft-ups at Catalina Island to consider. So the joinerwork below and comfortable cruising appointments could have been decisive.

Raft-up parties also mean goodnatured camaraderie and friendly com-

petition. When all the boats are alike, or "one-design" and are easy to sail, fingers aren't pointed at friends having an unfair advantage. After all, any race to be fun, is just part of the broader festivities that bring friends together.

www.jboats.com

On Long Island Sound and on the Great Lakes, a similar phenomenon is taking place. In fact, J/120 with nearly 140 boats launched is the most successful 40 foot one-design ever. This one-design is in the tradition of the NY 32, Nevins yawls and Cal 40 from a time when

owners cruised on their boats. The J/120 gives up very little speed to stripped-out race boats, but comes out way ahead in terms of its recreational return on investment. Key to this success is versatility and ease of handling by fewer people. There's greater chance of regional one-design when more people get enthused about owning one.

"A Californian said with a twinkle, "If you want to see the 40 footer that everyone will be sailing in two years, you should come on out and see our local J/120 fleet"

120

SEMINAR SCHEDULE continued from page 14

TIME	LOCATION	TOPIC	TRACK	SPEAKER/SPONSOR
		\		
Friday, Ap	oril 28 (continu	ued)		
12:00 PM	1 Tent B2	Rig Tuning	Nuts & Bolts	Jack Scullion, Scullion Yacht Services
12:00 PM	1 Village 1	"You're Going to Live in a What!?": How to Decide if You Really Want to Go Cruising	Starting Out	Tom Neale, The Moorings/ <i>Cruising World</i>
12:00 PM	1 Village 2	Lessons Learned from Sydney Hobart	Nuts & Bolts	Chuck Hawley, West Marine
1:30 PM	Tent B1	Choosing the Correct Sailboat Propeller	Starting Out	Joe Dahmen, CDI/Cruising Design, Inc.
1:30 PM	Tent B2	Don't Leave Home Without It	Nuts & Bolts	Pam Wall, West Marine
1:30 PM	Village 1	Blue Water Sailing in a 20' Boat: Kawabunga's South Sea Adventure	Nuts & Bolts	Charlie Dewell, South Seas Publishing
1:30 PM	Village 2	Cruising Baja California's Sea of Cortez	Entertainment	Gerry Cunningham, Gerry Cruising Charts
3:00 PM	Tent B1	Crew Overboard: The Reality	Nuts & Bolts	Jim Heffelfinger, American Sailing Association
3:00 PM	Tent B2	Three-Layer System of Dress Clinic	Starting Out	Sara MacKay, Helly Hansen
3:00 PM	Village 1	Lessons from a 5-Year Circumnavigation	Nuts & Bolts	Dave Sherman, Latitude 38
3:00 PM	Village 2	Sailing to and Cruising the Hawaiian Islands	Entertainment	Barbara Marrett, Cruising World
4:30 PM	Tent B1	Modern Celestial Navigation	Nuts & Bolts	Ken Gebhart, Celestaire
4:30 PM	Tent B2	Gelcoat Blister Repair & Protection	Nuts & Bolts	Cary Nicely, Interlux Yacht Finishes
4:30 PM	Village 2	The Northwest Tropic Zone	Starting Out	Curtis Adams, Anacortes Yacht Charters
6:00 PM	Village 1	Living Unplugged: The Cruising Lifestyle	Entertain	Tom Neale, The Moorings/Cruising World
Saturday,	-			
	1 Tent B1	But Honey, You'll Love Cruising	Starting Out	Lori Lawson, Paradise Cay Publications
10:30 AV		Using & Choosing a Self-Steering System	Fine Tuning	Tom Worth, Fleming Self-Steering Systems
	1 Village 2	Modern Celestial Navigation	Nuts & Bolts	Ken Gebhart, Celestaire
12:00 PM		Marine Batteries: Charging, Usage & Care	Starting Out	Ron Romaine, Romaine Marine Elect.
12:00 PM		First Time Chartering & Various World Opportun	·	eland, Moderator, Exhibiting Charter Companies
	1 Village 1	East Coast Easy: Discover One of the World's N Easiest, Most Accessible Cruising Areas	Starting Out	Tom Neale, The Moorings/Cruising World
1:30 PM	Tent B1	Abandon Ship! Emergency Training	Starting Out	Bruce Brown, Bruce Brown Associates
1:30 PM	Tent B2	Personal Safety Gear	Starting Out	Chuck Hawley, West Marine
1:30 PM	Village 1	Survival at Sea	Nuts & Bolts	Tami Ashcraft, BrightWorks Publishing
1:30 PM	Village 2	Sailing South: Mexico to Panama	Nuts & Bolts	Liza Copeland, Romany Publishing
3:00 PM	Tent B1	Cruising Catamarans: 7 Important Thing to Know Before Buying	Starting Out	Rod Gibbons, Cruising Cats USA
3:00 PM	Tent B2	Women's Offshore Sailing	Nuts & Bolts	Karen Prioleau, Orange Coast College
3:00 PM	Village 1	Heavy Weather Sailing	Nuts & Bolts	Carol Hasse, Port Townsend Sails/48° North
3:00 PM	Village 2	Cutting Your Cruising Teeth at San Carlos	Starting Out	Gerry Cunningham, Gerry Cruising Charts
4:30 PM	Tent B1	Refrigeration for Cruising	Nuts & Bolts	Kevin Alston, Glacier Bay, Inc.
4:30 PM	Tent B2	Liferaft Survival & Rescue at Sea	Nuts & Bolts	Gerard Pickhardt, WINSLOW LifeRaft Co.
4:30 PM	Village 2	20 Years Cruising: Was It Worthwhile?	Starting Out	Herb & Nancy Payson, SAIL Magazine
4:30 PM	Village 1	Sailing Celebrities at Night: One in a Lifetime		
Sunday A	Inril 20	A Pacific Rim Circumnavigation	Entertainment F	Pamela Gross & Joseph Franetic, SAIL Magazine
Sunday, A		Droper Floatrical Distribution	Nicol O D III	
	Tent B1	Proper Electrical Distribution	Nuts & Bolts	Jack Scullion, Scullion Yacht Services
10:30 AM		High Tech Rope & Fiber Technology	Fine Tuning	Dave Strauss, Sampson/B. Brown Assoc.
	Village 1	Cruising Attitudes	Entertainment	Bob Bitchin, Latitudes & Attitudes
	Village 2	Cruising/Shorthanded Spinnaker Sailing	Fine Tuning	Gary Shaw, V.F. Shaw Co., Inc.
12:00 PM	Tent B1	Buying a Charter Boat: A Panel Discussion	Starting Out L	iza Copeland, Moderator, Exhibiting Charter Cos.

CALL TODAY FOR TICKETS AT 800 - 817 - 7245 OR WWW.SAILEXPO.COM

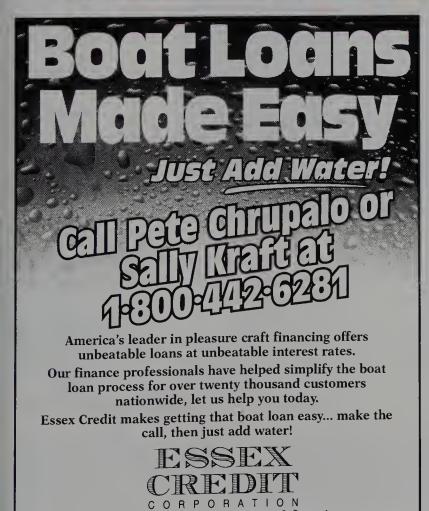
TIME **LOCATION** TOPIC TRACK SPEAKER/SPONSOR Sunday, April 30 (continued) 12:00 PM Tent B2 How to Choose & Apply Anti-Fouling Paints Nuts & Bolts Cary Nicely, Interlux Yacht Finishes 12:00 PM Village 1 Some Islands in Our Ocean: What It's Like to Cruise the Bahamas & Caribbean Nuts & Bolts Tom Neale, The Moorings/Cruising World 12:00 PM Village 2 Sail Trim for Cruising Nuts & Bolts Carol Hasse, Port Townsend Sails/48° North Cruising with Kids 1:30 PM Tent B1 Karen Prioleau, Orange Coast College Starting Out 1:30 PM Tent B2 Modern Celestial Navigation Nuts & Bolts Ken Gebhart, Celestaire 1:30 PM Village 1 Keeping the Cruising Dream Alive Nuts & Bolts Herb & Nancy Payson, SAIL Magazine 1:30 PM Village 2 Provision Like a Pro Starting Out Barbara Marrett, Cruising World Magazine 3:00 PM Tent B1 Manual and 12 Volt Watermakers Jane Ford, PUR Watermakers Nuts & Bolts 3:00 PM Tent B2 Capt. Carol Cuddyer, Sea Sense Sailing Is Simple: We'll Prove It Starting Out 3:00 PM Village 1 Liza & Andy Copeland, Romany Publishing Safety & Comfort for Cruising Couples Starting Out 3:00 PM Village 2 Blue Water Sailing in a 20' Boat: Charlie Dewell, South Seas Publishing Kawabunga's South Sea Adventure Nuts & Bolts

- All seminars are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. -



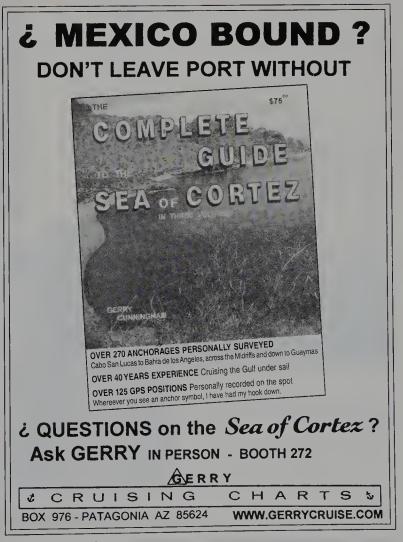






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SPECIAL EVENTS (as of 2/29/00)

SPECIAL PRESENTATION BEFORE THE SHOW

Radio Fast Class

Get your Ham license in just 2 1/2 days with Gordon West and Complete Cruising Solutions. Learn about radio operation, procedures, rules and much more - everything you need to get your General Class Ham license for worldwide voice and email communication. Gordon West has been a Ham for more than 35 years, holding an Extra Class license, call sign' WB6NOA. Gordon also holds an FCC First Class General Radiotelephone Certificate with Radar Endorsement. He is a fellow of the Radio Club of America as well and a life member of the American Radio Relay League. Course fees include all study materials and snacks, plus a Pacific Sail Expo pass for \$250 per person. Limited availability, so pre-registration is required. Call (510) 814-8888 for details or to enroll.

Date: Tuesday, April 25; Wednesday, April 26; Thursday, April 27

YOUTH FUN REGATTA

Get your kids involved in sailing! The Encinal Yacht Club is hosting a fun regatta, sponsored by Ronstan, for children ages 8-18 right at the show. Watch as they sail a variety of small boats on several short courses. The racing promises to be fun and exciting, so come witness the future of sailing right off of Jack London Square. All youth are invited to participate by calling the Encinal Yacht Club at (510) 769-0221.

Date: Saturday, April 29 & Sunday, April 30

Time: 12 Noon



SIR CHAY BLYTH'S NEW WORLD CHALLENGE BOAT

Check out the Devonport Classic 67' Challenge yacht. Learn about Global Challenge in America! Yacht racing 24,500 miles around the world the 'wrong way' - out of San Francisco, via four Asia Pacific ports, to South Africa, South America, round Cape Horn and back to San Francisco.

Date: Daily • Time: Open during show hours



FREE SAILBOAT RIDES

Variety is the spice of life. Try out some of sailing's newest innovations. Look for sign-up information at the show.

Date: Daily • Time: 11 AM - 6 PM

LEARN TO SAIL

New Sailors! Take the helm of a Hunter sailboat! Get a handson demonstration of the workings of a small boat. Once comfortable, you have the option to solo sail under the supervision of nearby instructors or be accompanied by one of Hunter's experts. See how fun and easy sailing really is! Register for your free lesson at the Hunter Learn to Sail booth at the show.

Date: Daily • Time: Open during show hours

THE MULTIHULLS ARE HERE!!

Learn all about the joys of multihull sailing. A captain or factory representative will answer your questions about various exhibiting multihulls. Passes for demo rides will be available from select participating dealers at the show.

Date: Daily, before and after show hours • Time: 8 AM-10 AM and 6 PM-7 PM

CALL TODAY FOR TICKETS AT 800 - 817 - 7245 OR WWW.SAILEXPO.COM

continued on page 20

SAN LEANDRO MARINA

The summer of the second secon

455 berths, with full amenities, to 60 feet in length for accommodating small boats as well as luxury yachts. Includes fuel dock and free launch ramp.

Open 7 days per week.





EL TORITO

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9:30 am to 2:00 pm
Dinner served until 10:00 pm nightly
Happy Hour: Monday through Friday

Reservations Welcome...(510) 351-8825

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Enjoy the entire complex that includes

Walking trails and wetlands galore!

300 acres of restored wetlands. Watch

miles of walking, biking and skating trails. Watch egrets and herons in our

your children play in our new play-

grounds, or teach them how to fly a

Park Reservations...(510) 577-3462

kite in our large open park

Moratios

The nautical theme of Horatio's is natural for this restaurant, which specializes in a wide selection of fresh fish, Nebraska select beef and poultry, while offering a beautiful view overlooking the Marina and San Francisco Bay. Lunch is served Monday through Saturday, brunch on Sunday, and dinner nightly. Jazz on Thursday and Friday evenings.

Reservations Welcome...(510) 351-5556

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tary shuttle service to Oakland Airport and



SPECIAL EVENTS continued from page 18

SAILING CELEBRITIES AT NIGHT! - FREE EVENING SEMINARS

Barbara Marrett, Cruising World's West Coast Contributing Editor will present 'Pirates' Wake: Cruising from the Caribbean to Colombia, San Blas and Panama.' Sail from Tortola to historical towns and unspoiled anchorages of Colombia, South America. Visit the remote San Blas Islands and trade with the Cuña Indians before preparing to traverse the Panama Canal. Barbara will discuss weather, navigation and provisioning information.

Date: Thursday, April 27 • Time: 6 PM

Location: Jack London Village Seminar Room 1

Living Unplugged - The Cruising Lifestyle with Tom Neale. Come listen and learn about the lifestyle we all long for presented by a true veteran sailor. Sponsored by Cruising World magazine and The Moorings.

Date: Friday, April 28 • Time: 6 PM

Location: Jack London Village Seminar Room 1

Once Upon a Lifetime: From the Southern Ocean to the Bering Sea, a Pacific Rim Circumnavigation with Pamela Gross & Joseph Franetic. Sponsored by SAIL Magazine.

Date: Saturday, April 29 • Time: 4:30 PM Location: Jack London Village Seminar Room 1

SAN FRANCISCO BAY AREA VANGUARD 15 INTRODUCTION REGATTA

This Vanguard introduction regatta will be held right off Jack London Square. For more information call Svendsen's Marine at (510) 521-8454. You can also sign up for demo boat rides by stopping by Svendsen's booth at the show.

Date: Saturday, April 29, and Sunday, April 30 • Time: 2:00 - 5:00 PM



CRUISING SCHOOL WITH TOM AND MEL NEALE

Hit the Books Now, Have the Party Later

Thursday, April 27, 2000 9:00 am - 5:30 pm

You may not have fun during this intensive day—that will come later! First, if you want to realize the dream, you need to learn things that only come from hard experience. Tom and Mel Neale have been cruising for 45 years (each began as a young child). Together, they've cruised since 1979, when they cut their ties to shore and moved aboard. Since then, they've cruised 5,000 miles per year. In Cruising School, they'll teach you how to successfully handle everyday cruising challenges, which will save you money and make your cruise a success.

The day long curriculum will focus on issues such as insurance, health care, taking care of personal business while cruising, contracts you may have to sign, maintenance tricks while living aboard under way or on the hook, handling diesel problems at sea, food preparation and storage while cruising months beyond the last grocery store, anchoring tips based on 20 years of living on the hook, navigation for the islands where there are no navigational aids and where charts are often inaccurate, systems that really work and are worth their cost, and much more.

The Neales are well-known for their seminars. Tom, Editor at Large for Cruising World magazine, is also the author of All in the Same Boat, Chesapeake Bay Cruising Guide, Volume I, and many magazine articles. Together, Tom and Mel edit and publish Cruising Coast and Islands. Mel is field editor for Waterway Guide.

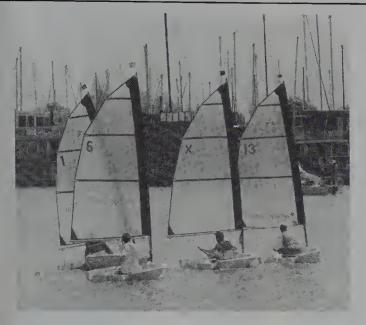


Tuition is \$95 per person or \$175 per couple and includes all classes. course materials, and a ticket to the show (one per person).

Enrollment is limited to maintain a good teacher/student ratio. Advance registration only.

Call toll free (877) 277-4628





CELEBRITIES ON THE WATER!

Watch local and national sailing celebrities test their skills in a DeWitt Dinghy. We've asked some of our exhibitors and local experts to take it to the water and show us their stuff! Let's see what their sailing ability is really like! Racing will be held right off the main show docks on the Estuary.

Dates: Thursday, April 27
Friday, April 28
Saturday, April 29

Time: Racing during show hours

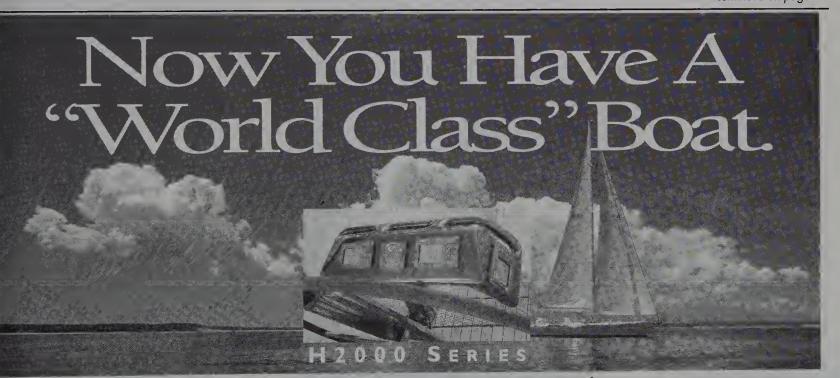
SAIL EXPO AUTHOR'S CORNER

Come meet some of your favorite authors! You can chat with Charlie Dewell about *Kawabunga's* South Sea adventure, Herb and Nancy Payson about cruising relationships, Tom Neale about the Bahamas, Caribbean and the cruising lifestyle, Lori Lawson about cruising and her new novel *Green Flash*, Walt and Anna Glecker on their book *All About Cruising* and Tami Ashcroft about survival at sea.

Date: Daily • Time: During show hours

Location: To be determined. Check your show program or www.sailexpo.com.

continued on page 22



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It's simple. The world's most magnificent boats are equipped with B&G technology; instruments, pilots, and navigational products. For over 40 years, B&G has designed & produced affordable marine instruments that have become the mark of excellence. Do your homework. Ask your peers. Look at results. The record speaks for itself.

B&G electronics are synonymous with world class boats – like yours. Congratulations.

SPECIAL EVENTS continued from page 21

MEL & TOM NEALE CRUISING SCHOOL

Serious preparation for serious fun. An all-day cruising seminar by the authors of Cruising World magazine's 'On Watch' column, this extensive program will convey many hard-earned lessons from 40 years of cruising. If you harbor the dream to head off into the deep blue, this seminar offers valuable information. Mel and Tom are frequent presenters creating a unique, educational and enjoyable day which you'll appreciate for thousands of cruising miles. Sponsored by The Moorings and Cruising World magazine. Seating is limited, so pre-registration is required. \$95/person or \$170/couple (includes show tickets.) Call (877) 277-4628 for registration.

Date: Thursday, April 27

TAKE THE HELM 2000 SAILING SEMINAR – Women and the Sailing Lifestyle

Gain confidence and learn more about the world of sailing from experienced sailors and teachers. Take the Helm seminars are fun, inspiring and action-packed. The keynote speaker will be Pam Wall, author of A Family Sails Around the World. Seminar speakers include Tami Oldham-Ashcraft, Michelle Boroski, Carol Hasse, Sally Lindsay Honey, Barbara Marrett, Sarah McKaye, Gerard Pickhardt, Marilee Shaffer and many more. On-the-water workshops include Introduction to Sailing, Docking, and Intermediate Sailing. Shoreside workshops include: Sailing 101, Cruising Communications, Suddenly Singlehanded, Layering Techniques, Understanding Weather Patterns and Maps, Beyond First Aid, Safety at Sea and Dynamics of Sail Shape. This seminar is limited to women, and preregistration is required. \$75 (\$60 NWSA members) for Saturday workshops, continental breakfast, lunch, literature and prizes. \$45 extra for 3-hour lesson on the water Friday. For brochure, information and registration call (800) 566-NWSA (6972). Presented by the National Women's Sailing Association.

Dates: Friday, April 28, and Saturday, April 29

Locations: Friday on the water at Club Nautique in Alameda, Saturday at Pacific Sail Expo

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Spartite provides a complete and efficient finished look to your spar!

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"We never wonder if the wedges are falling out in a blow-down wind or if the mast is well supported when we grind down on the runners on our new Tripp 41. – Ron McLean, Bay Harbor Brokenage

"As close to waterproof as anything I've ever had on my J-33 'Troubador'. Easy to install, and the ultimate even support around the whole mast section!" - Skipper Helme, Race Resources

"My J-41 has a large rectangular mast partner that never chocked well. Spartite was the ultimate answer!" - William Donald, NI

SPARTITE is the mast wedge replacement system that has become the standard for chocking, sealing, and supporting the mast at the partner. Spartite, in an easy to use kit, provides a strong, durable, attractive chock with outstanding load dispersal that can be used year after year.

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Ka'iulani, the beautiful classic wooden hull schooner, has teamed up with the Coloma Outdoor Discovery School for educational sail training programs. Come see this spectacular sailing vessel and learn more about the Discover School's sail training programs for children.

> Date: Daily Time: During show hours



 All special events are subject to change; for updates, check the website www.sailexpo.com and the Show Program when you arrive. -



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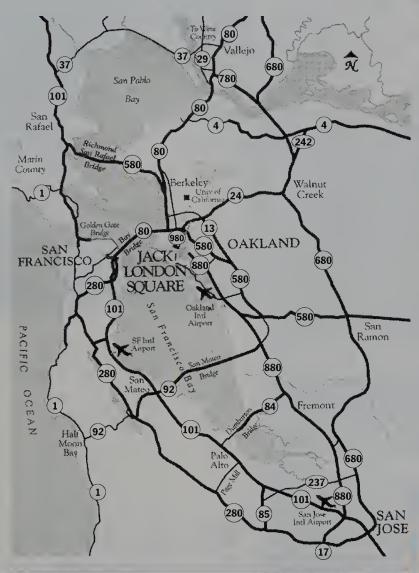
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MECHANICS OF SAILING

BAY AREA GUIDE



ALERT!!! NEW PARKING DIRECTIONS

The large lot next to Jack London Village is under development and no longer available, so parking is very limited close to the show. Please use this map and consider all alternative parking lots and alternate forms of transportation.

From San Francisco: Take the San Francisco Oakland Ferry, which drops you conveniently right at Jack London Square. For ferry schedules and departure locations, contact Sail America or the SF/Oakland Ferry directly at (510) 522-3300.

From Alameda: Use the Jack London Water Taxi. Call (510) 839-7572 or hail VHF Channel 16.

Parking garages within walking distance of Pacific Sail Expo include one located under the Barnes & Noble store in Jack London Square and one on Washington Street one block from Jack London Square and across from the movie theater.

Weekend Parking: On the weekend a lot of on-street spaces open up along Second, Third and Fourth Streets, between the railroad tracks and the freeway overpass.

Another alternative is to sail to Alameda, use guest berthing at one of the Estuary marinas, and take the water taxi over to Oakland.

HOW TO GET HERE FROM THERE

DIRECTIONS TO PACIFIC SAIL EXPO® FROM SAN FRANCISCO:

Take the Bay Bridge to Interstate 880 South/Alameda-San Jose, take the Broadway-Alameda exit, bear to the right at the bottom of the ramp, go one block, take the first right on Adeline, left on Third, go 12 blocks, turn right on Broadway. Follow Broadway four blocks to Jack London Square. Or take the Alameda/Oakland Ferry from Pier 39 or the Ferry Building (Pier 1).



Look for these signs!

FROM THE OAKLAND INTERNATIONAL AIRPORT OR SOUTH OF OAKLAND:

Take Interstate 880 North, to the Broadway exit, go left on Broadway, and four blocks to Jack London Square.

FROM BART:

Take AC Transit from BART's 12th Street Station in Oakland.

FROM AMTRAK:

The C.L. Dellums rail station at 2nd and Alice is directly across from Jack London Square.



ACCOMMODATIONS & TRAVEL

Jack London Square

ACCOMMODATIONS

ACCOMMODATION INFORMATION	
Bed & Breakfast Reservations	(800) 872-4500
California Reservations	(415) 252-1107
Oakland Convention & Visitors Bureau	(510) 839-9000

OAKLAND HOTELS

THE TOTALLY	
The Waterfront Plaza	(510) 836-3800
The Best Western Inn	(510) 452-4565
Executive Inn	(510) 536-6633
Claremont Resort	(800) 551-7266
Clarion Suites Lake Merritt	(800) 933-4683
Days Inn Alameda	(510) 521-8400
Days Inn Oakland Airport	(888) 377-3297
Hampton Inn Oakland Airport	800-HAMPTON
Oakland Airport Hilton	(510) 635-5000
Washington Inn	(800) 464-1776
Oakland Marriott City Center	(800) 228-9290
Motel 6 Embarcadero	(510) 436-0103

AIRPORTS

Oakland International Airport (OAK)	(510) 577-4000
San Francisco International Airport (SFO)	(650) 761-0800

TRAVEL

US Airways: (877) 874-7687
Refer to Gold File number 55161115. US Airways offers Pacific Sail
Expo attendees non-stop daily flights into San Francisco International
Airport. US Airways offers 7% discount off first class or the lowest
applicable fares and a 12% discount off unrestricted coach fares. Call
US Airways and reference the above Gold File number for these discounts.

Southwest Airlines: (800) 433-5368

Refer to code number **V0840**. Southwest Airlines is offering a 10% discount on most of its already low fares, for travel to and from Pacific Sail Expo. Call the Southwest Airlines Group and Meeting Dcsk, Monday through Friday, 8:00 AM to 5:00 PM, or Saturday, 8:30 AM to 5:30 PM Central Time no later than five days prior to the first date of travel to take advantage of special airfares into Oakland Airport (15 minutes from the show), San Francisco or San Jose Airport. Special fares are subject to terms and availability.

Amtrak: (800) USA-RAIL

Take the train to the show! The C.L. Dellums Rail Station is located directly across the street from the show at 2nd and Alice Streets. Call for fares.

AIRPORT SHUTTLES

Bay Shuttle	(415) 564-3400
Empresso Transportation & Tours	(415) 576-1779
Quake City Airport Shuttle	(415) 255-4899
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LOCAL PHONE NUMBERS & INFORMATION

EMERGENCY

Fire/Police/Paramedics Emergency

911

PUBLIC TRANSIT

AC Transit (Alameda/Contra Costa Counties Bus Service: connects the East Bay and SF) (510) 817-1717 Airport Transportation (800) SFO-2008 Alameda/Oakland Ferry (510) 522-3300 **Amtrak Passenger Trains** (800) 872-7245 BART (Bay Area Rapid Transit: connects SF, 25 East Bay cities and Daly City) (510) 465-2278

(650) 992-2278 Blue & Gold Fleet (Ferry from SF to Alameda/Oakland, Alcatraz, Angel Island, Sausalito, Tiburon, Vallejo/Marine World, Bay cruises, and ferry/bus packages to Muir Woods and the Wine Country) (415) 705-5555

Golden Gate Transit (Marin/Sonoma Bus,

Ferry from Sausalito and Larkspur to SF) (415) 455-2000 Greyhound Bus (800) 231-2222 Muni (SF Bus & Cable Car) (415) 673-MUNI (6864) TravInfo (traffic & other travel info) 817-1717

Water Taxi (on the Alameda/Oakland Estuary)

PACIFIC SAIL EXPO® SHOW INFO

Sail America

(800) 817-SAIL

(510) 839-7572

OAKLAND SIGHTS

Jack London Square, Embarcadero & Broadway (510) 814-6000 Lake Merritt/Lakeside Park/Children's Fairyland,

(510) 238-2196 Oakland Arena (510) 762-2277

Oakland Museum of California (art, natural science & history), 1000 Oak Street (510) 238-2200

Oakland Zoo/Knowland Park,

9777 Golf Links Road off Hwy. 580 (510) 632-9523

USS Hornet Museum, Alameda Naval Air Station

(888) 865-2812

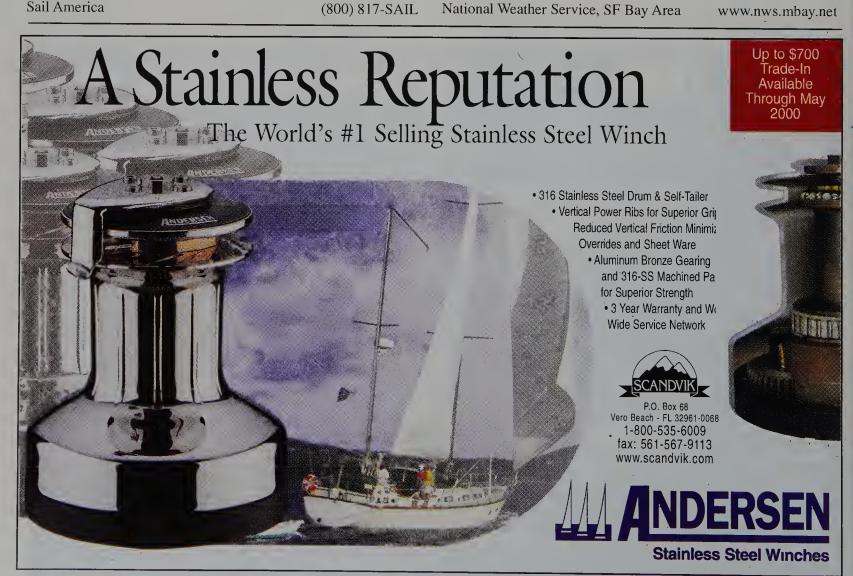
Yoshi's Nightclub, Jack London Square

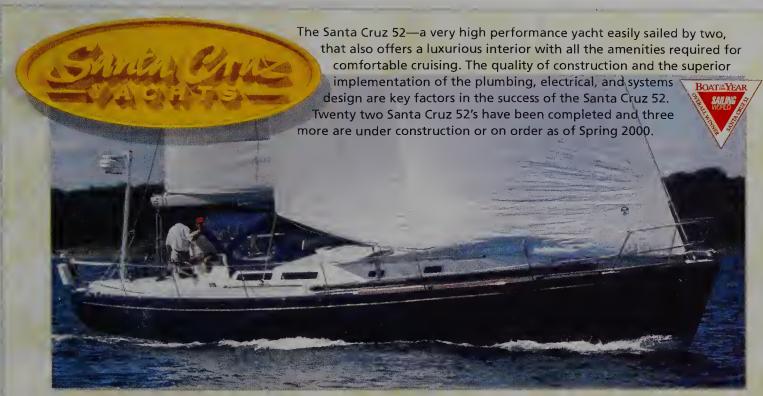
Lakeside Drive & Grand Avenue

(510) 238-9200

A SAMPLING OF WEBSITES

Pacific SAIL EXPO® Internet Address www.sailexpo.com San Francisco Guide www.sfguide.com San Francisco Quickguide www.cityspin.com Bay City Guide www.sfousa.com City Search bayarea.citysearch.com The Gate www.sfgate.com Jack London Square www.jacklondonsquare.com City of Oakland Official Website www.oaklandnet.com Yacht Racing Association www.yra.org Latitude 38 Magazine www.latitude38.com





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ADVANCE TICKET INFORMATION

You can save time and money by ordering advance discount tickets. Just call (800) 817-7245. If ordering by mail, enclose a check payable to Sail America and include your name, complete address, phone number and quantity of tickets per person. Send to: Sail America, 850 Aquidneck Ave., B-4, Middletown, RI 02842. Or order via our website at www.sailexpo.com. Please allow two weeks for delivery by mail. Tickets ordered after April 12 will be held at will call. No advance tickets will be sold at will call. All advance tickets must be purchased by April 25. Advance Wednesday VIP Day tickets are \$15 and include special tastings of Dry Creek wines and admission for Thursday and Friday; advance Thursday or Friday tickets are \$8; advance Saturday or Sunday tickets are \$12. Children 12 and under are free when accompanied by an

Tickets requested after April 12 will be held at Will Call

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Friday	\$8 (\$10 @ gate)		
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- ★ Saturday, April 29, 2000 7 p.m.
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It's a sailor's party with live music, dancing, food, prizes and a cash bar.

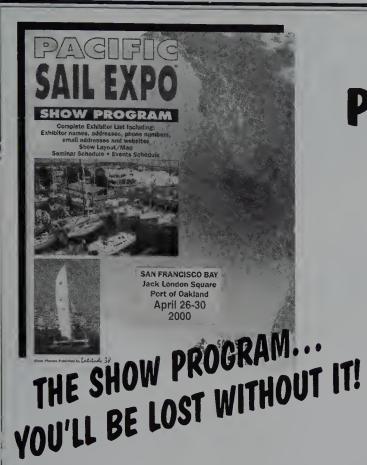
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Pacific Sail Expo · April 26-30, 2000



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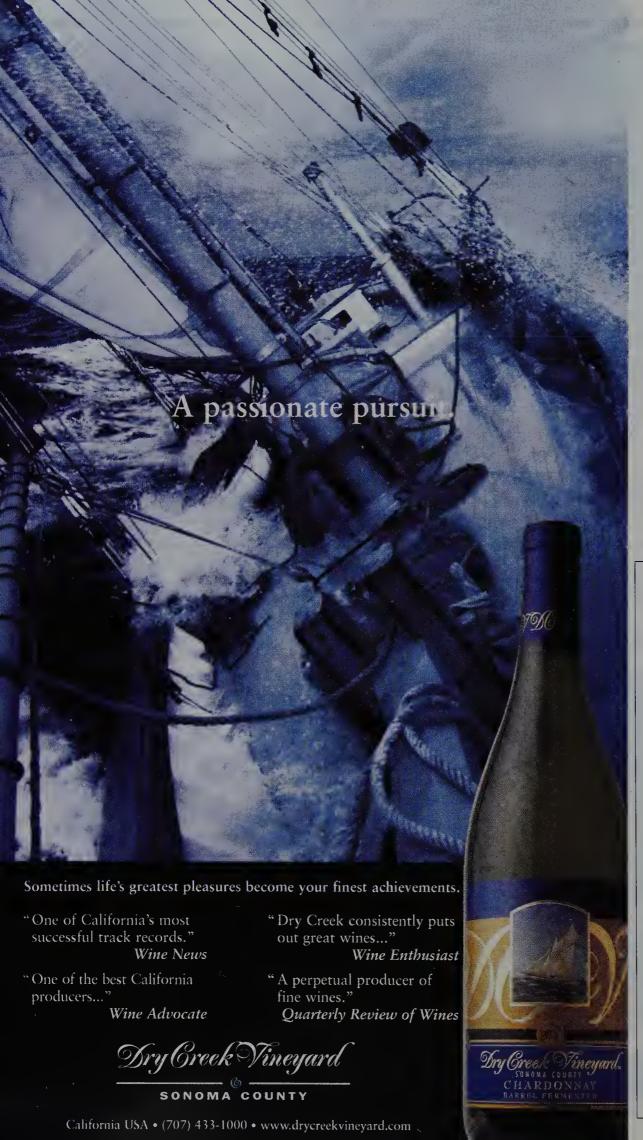
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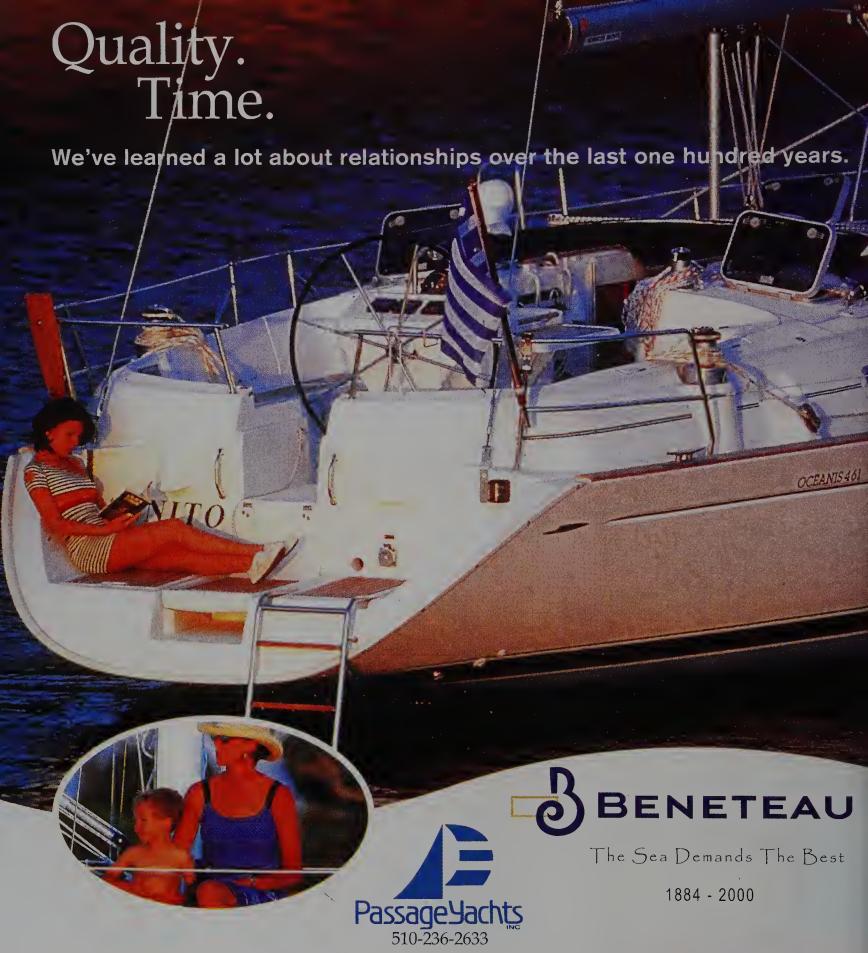


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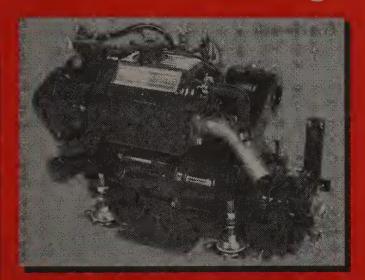
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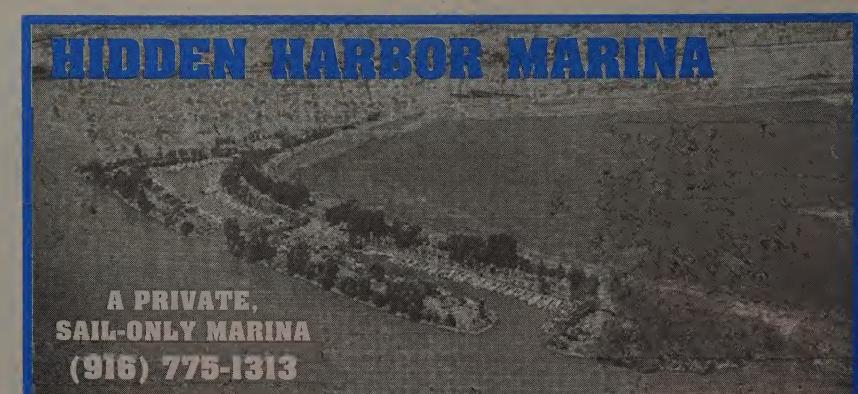
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Sacramento, CA Mike Cardwell, lanuary 2000

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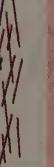
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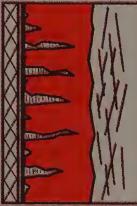
towel swab, spreading with thicker film is required (e.g. Allow surface to flow out hours for complete curing to full water and detergent until dry to touch (approx. ax using a paper vigorous circular motion. pitted gelcoat). Allow 24 Wipe on a thin layer of 45 minutes). Repeat if below waterline or on resistance.





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 - Use after ISLAND GIRL® Cleanser/Conditioners* to protect old and new fiberglass gelcoat against weathering.
- Periodic use eliminates the need for all future compounding and polishing so that gelcoat is not unnecessarily ground away
- Use below the waterline of trailer boats to reduce surface friction, fouling and penetration of gelcoat by water and stains.

ONDITIONERS TO PREPARE SURFACE MAY GOOD GELCOAT BY COMPOUNDING!

- *ISLAND GIRL®'S Cleanser/Conditioners remove deep-down stains and chalky oxidation adds reflective depth. Special additives in the conditioner prevent further oxidation and growth of mildew or algae. The conditioner also leaves a shiny surface that enhances surface without removing good gelcoat. The pores of the gelcoat are filled with clear conditioner that gloss of SIMPLY BRILLIANT Superwax.
- Our strongly fluorescent SEA GLOWTH Cleanser/Conditioner is best used on red, blue, yellow or other surfaces that are intended to be brightly colored. It also prevents and reverses yellowing of white gelcoat.
- On brown, beige, cream, off-white and similar pastel shades of gelcoat use CRYSTAL CLEAR Cleanser/Conditioner.
- Use any ISLAND GIRL™ Cleanser to remove excessive buildup of waxed surface prior to
- REMEMBER THESE CLEANSERS ARE ALSO THE ULTIMATE PRODUCT FOR VINYL & HYPALON RESTORATION WHEN USED WITH SILKENSEAL™ Plastic Skin' SURFACE PROTECTANT.
- SILKENSEAL™ is also great for "quick shine touch up" of waxed gelcoat.

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LETTERS

additional information on things such as sail area and draft, and because some are harder than others to read, we suggest you go to the google.com search engine and type in 'PHRF ratings'. From there you can chose which PHRF rating list suits your needs best. To our knowledge, nothing approaches the combination of length, displacement and sail area when it comes to predicting performance.

We're planning on departing Honolulu this coming July on what will be our third cruising adventure. Our first was way back in the early '70s aboard a 27-foot wooden sloop. Our second trip was in the '80s, and took us from Redondo Beach to Mexico to the South Pacific — where we ended up spending eight years hanging out in the islands and working in American Samoa. After we arrived in Hawaii, we stopped and worked for nine years, built a house and another boat, and are ready to sail again. This time we'll be sailing with our 11-year-old son, and with age and a child comes an increased awareness of health issues — which brings me to the point of this letter.

A while back, I remember reading something in *Latitude* about medical insurance while cruising — but I have no idea how to find that information again. Can you or anybody cruising help us out in our search for major medical coverage worldwide?

P.S. We've been reading *Latitude* since the beginning, thanks for all the good information and stuff. Incidentally, our plans call for us to join the Baja Ha-Ha 2000, which we hope will be a fun way to introduce our son to cruising. He spent the first four years of his life living aboard, but recently he's only known about building a boat.

Trudy, Bob and Michael Lindsay Yacht *Tini Apa* Hilo, Hawaii

Trudy, Bob & Michael — Rather than rely on that potentially outdated information, we'll pose the question anew to folks currently cruising: What do you do for major medical coverage? As for the Ha-Ha, we'll look forward to seeing you.

↑USAILING THE BAY 101

In April of '99 you ran a very helpful article titled Sailing The Bay 101. I'd like permission to reprint it in our West Wight Potter Club newsletter. In fact, I'd like permission to reprint it every year.

By the way, we are the largest West Wight Potter Club in the world. We have lots of new members that will be venturing out on the Bay this year.

Dory Taylor

Founder and Club Historian, The Potter Yachters

Dory — If you're a non-profit organization and give proper credit to Latitude, we're happy to give you permission to reprint any articles by our staff. Other articles may not be reprinted without specific permission. By the way, we're seriously considering republishing Sailing The Bay 101 ourselves next month. There are lots of new sailors this year, and we think they might find the information useful.

↑UIN HUGE SEAS AND A DRIVING RAIN

During a late February singlehanded delivery of my Fuji 45 ketch from San Diego to San Francisco, I was caught in a gale off Point Conception. Although I was very tired, the boat handled beautifully. Unfortunately, the jib blew out and the main split, so I had no choice but to run for shelter at Morro Bay. Unfortunately, it was getting dark and there were 14 to 16 foot swells over the notoriously dangerous Morro Bay harbor entrance, so

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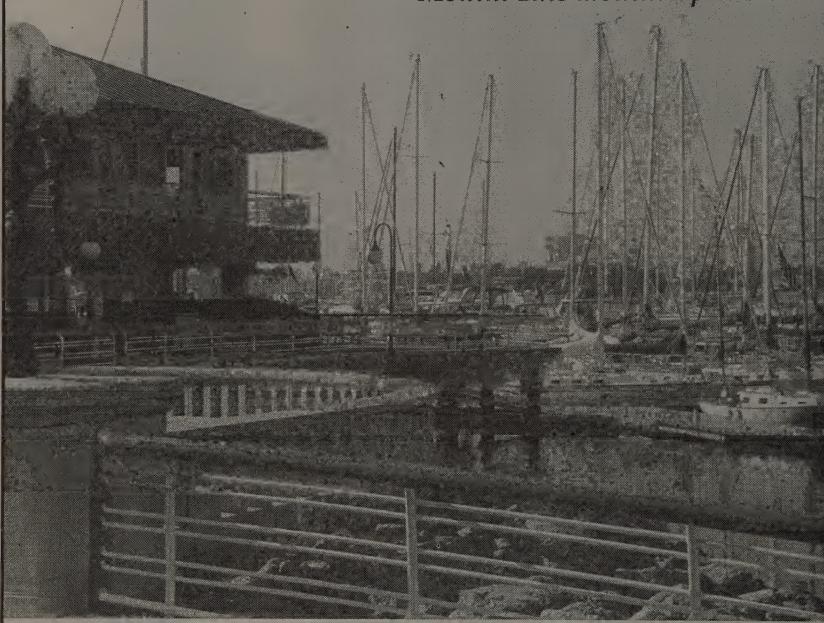
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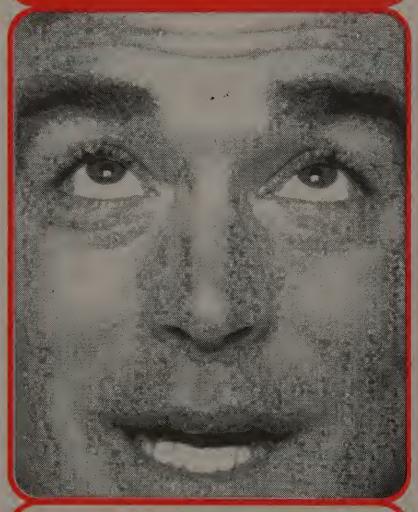
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LETTERS

l diverted to Port San Luis.

I finally reached the shelter at Port San Luis at 11 p.m. on a Sunday night. Despite the driving rain and huge swells, the Harbor Patrol was there to meet me and guide me to a safe mooring. I can't tell you what a relief and pleasure it was to see these gentlemen, who deserve the respect and admiration of all sailors. I would have taken my hat off to them, if it — along with the radar reflector, jib and main — hadn't been blown away.

Richard Coxall Fuji 45, Stagecoach San Francisco

Richard — Thanks for taking the time to give the Harbor Patrol guys the recognition they deserve.

↑ UELECTRIC OUTBOARDS

In the March issue, two readers wanted to know about the feasibility of using electric power for their small sailboats. Well, about six months ago — having read a letter in *Latitude* from the owner of an Ericson 27 who used two Minn Kota electric outboards to power his boat — I decided that electric was the best way to go. It seemed to have just about everything going for it: simplicity, economy and ease of installation — all in one proven package.

Minn Kota is a company that's been around for a long time, and dollar for dollar, you can't beat their products. I hung two 50 pound thrust Minn Kotas off the transom of my Columbia Mk-II using custom mounts. A Columbia Mk-II weighs about 5,200 pounds — so she's much heavier than the boats owned by Bill Maple and Mark Welther who asked about electric outboards in the March issue.

With 100 pounds of thrust, my *Tionna* moves along at about four knots. If I was giving advice, I'd suggest two 36-volt 101-pound thrust Minn Kota Maxums. I would also highly recommend these motors for light trailerable boats, as they don't require fuel, don't make noise, and don't give off any fumes.

Before I left for Brookings, Oregon, many years ago, I used to advertise in *Latitude* as Sawyers Marina and Boat Service, and maintained over 100 boats down on the Peninsula. I sure miss the beautiful Bay — but not the crowds. We're now moving to Eureka.

Tim and Donna Sawyer
Tionna
Eureka

Tim & Donna — Nothing like firsthand information. The two big knocks on electric outboards are the weight and expense. For example, it's \$800 each for the Minn Kotas that provide 101 pounds of thrust — and that's before you start buying batteries and other necessities.

↑↓ELECTRIC-POWERED RANGER 26

I bought an electric trolling motor as a backup to my not-so-reliable Honda outboard. I just couldn't miss another month of beer can racing with my Ranger 26 while waiting for the repair shop to get around to my Honda.

Since I only needed enough power to get the boat out of the slip and through the marina to go sailing, I bought a Great White MotorGuide with 43 pounds of thrust — which would be similar to a 2.5 h.p. outboard. I did not buy the Minn Kota brand as sold at West Marine because the owner's manual advises that they are not made for use in saltwater.

Anyway, the electric motor pushes my 5,800-pound Ranger 26 at 2.5 knots in calm water and a little wind. If there is any chop or wind, the speed drops off dramatically. The motor will run 90 minutes to two hours with a decent size deep cycle bat-

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1978 Durbeck 38



1979 Brewer 45



1984 Catalina 30



1977 Peterson 33



1984 Catalina 270



1978 Mariner 36

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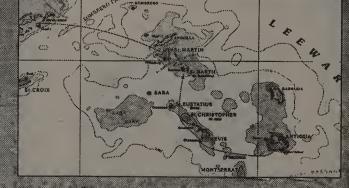
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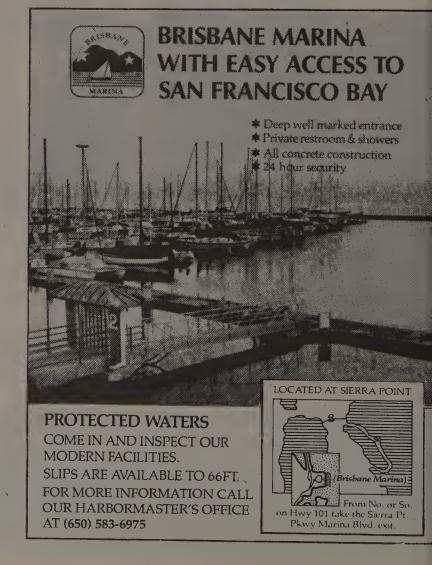


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LETTERS

tery. I also use the electric outboard on my Zodiac inflatable rather than having to lift the 80-pound Honda outboard on and off.

Mark F. Neuman Ranger 2

Mark — Honda is the largest manufacturer of internal combustion engines in the world, building about 10 million a year. I the next couple of years they expect to market engines that pollute as little as electric engines — when the pollutants emitted by electric power providers needed to recharge electric cars artaken into consideration.

↑ WEATHER OFFSHORE

'I'm trying to help a group of friends who will be sailing from Panama to Hawaii aboard the 40-ft wooden sloop *Etreva*. They'r making the trip without SSB or Ham radios and without weatherfax which, if you ask me, is a little bit nutty. They do however, have satellite email. I volunteered to be their main contact and help them with weather forecasts. As such, do you know of any web sites or people to contact for weather report for where they'll be? I'll be getting their position every couple of days.

By the way, thanks for the great publication. *Latitude* was the inspiration and resource for two ocean crossings of mine: a trip from St. Petersburg to Copenhagen via the Baltic Sea, and a recent three months cruising in New Caledonia, Vanuatu and Australia.

Cory Bloome San Francisco

Cory — Although Doug Vann of Hawaii passed away las year at far too young an age, he lives on in Capt. Doug's website at www.redboat.com/weather.html. We think you'll find jus about all the weather information you'll need for a passage from Panama to Hawaii.

↑UHAND-START DIESEL

I get a kick every time readers bring up the topic of starting diesels by hand. Here's my contribution:

Many years ago, Petter Diesels of England ran ads bragging about their hand-starting diesels. Their demonstration featured an 8-year-old boy dropping the compression levers on a 10 Hz engine that probably weighed 500·lbs. He cranked it until the flywheel was spinning, dropped in one lever and presto — i was firing! Then he did the other cylinder, so there you had it.

Now for the other extreme. I had some friends in San Diego who traded their home for an Alden gaff-rigged Glouster fisherman type schooner — which the Navy had used for offshore patrols during World War II. The friends did considerable upgrading to the boat, including new sails and a new 671 Detroit Diesel. You won't believe it, but the 671 came with a device to hand-start it! I wasn't there when Dean Kennedy used it, but he said it really did work. All I remember is that it had some sort of jack system where you turned it up to compression, set the jack — and wow, what a lot of noise.

P.S. I love your rag.

Ben McCormack Moani, Cal 34 Lahaina, Mau

Ben — While some diesels can indeed be hand-started, we think it's correct to say that in most cases it's difficult if not im possible. For the majority of sailors, it's easier to make sure the batteries are kept up to snuff and a spare starter motor and solenoid are tucked away in the spare parts.



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LETTERS

↑UI'D HAVE TAKEN MY COLUMBIA 26 ANYWHERE

I've been reading comments about the Columbia 26 Mk-II and thought I'd put in my doubloon's worth. I owned a '73 model, and she was my solo sailing home for over 10 years. She took me from Long Beach to the Channel Islands for exploring the caves at Anacapa Island and scuba diving. I anchored with her in almost every cove at Catalina Island, including the West End where I enjoyed diving for lobster.

After recaulking the hull-to-deck joint, replacing the rigging and the sails, and replacing the keel bolts, I sailed her down the West Coast of Baja and around to La Paz in '93. I was singlehanding, and had gales eight out of the first nine days. Since I tried to anchor every night, it took me 38 days to reach La Paz, where I lived on the hook for four months. I then spent a year sailing her in the Sea of Cortez. Unfortunately, I lost her on the beach at San Felipe while trying to pull her out of the water.

I don't know anything about oil canning, chopper-gun construction or keel bolt problems. What I do know is that I came to think of that boat as being bulletproof. I would have sailed her anywhere on the planet.

By the way, several months ago I went to the boat show at the Long Beach Convention Center. As I crawled through the new Hunter 26, I commented to the salesman about how much more room — except for storage — the Hunter had than my departed Columbia 26 Mk-II. In turn, he told me about his brother and his partner who own a Columbia 26 Mk-II. Having won a couple of thousand bucks on Las Vegas slots, they decided to take a voyage. After replacing the rigging and sails, they left Long Beach and arrived in Hawaii 26 days later. After playing with the natives for several months, they then headed home by way of Seattle. The trip to the Northwest took them 39 days. When they arrived, Customs officials asked if they had any fruits or vegetables aboard. By that time they didn't have any edible food whatsoever left. But the little Columbia 26 Mk-II hadn't given them any problems at all.

Although losing the boat was very difficult, I remain undaunted. After acquiring and trading several boats, I now have a Ranger 29 that I'm preparing for a trip to the South Pacific in 2001.

George Snyder Seaker, Ranger 29 Long Beach

↑ THE OLDEST REGISTERED BOAT IN CALIFORNIA

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West Wind recently underwent restoration, and she's now in like-new condition. As such, we'd like to get her on the Historical Registry. Any advice where to begin?

We're also interested in racing her against other classic boats. We recently sailed her to down to San Diego from Dana Point and were impressed that she could maintain 7.5 knots despite her age and classic rigging. Are there any classic boat clubs in San Diego?

Mike and Nikki Capone West Wind The Southland

Mike & Nikki — The two big classic boat organizations in California are the Master Mariners Benevolent Association in San Francisco (415-956-4330) and the Ancient Mariners Sailing

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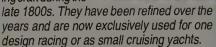
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Don't delay, call us today to place an order for one of these fine little vessels! We will even throw in a Delta Cruising Guide and a laminated map of the Delta if you place an order in April for delivery in June!

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25' MacGregor

25' Buccaneer

25' Lancer (2)

26' MacGregor

27' O'Day 272

27' Catalina

26' Balboa

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15' Coronado (2)

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19' Com-Pac 22' Catalina (6)

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14' Hobie 16' Hobie (5)

16' Newport 16' Prindle

17' Nacra 5.2

18' Prindle

21' Hobie sport cruiser

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27' Catalina

27' Ericson

27' O'Day 272

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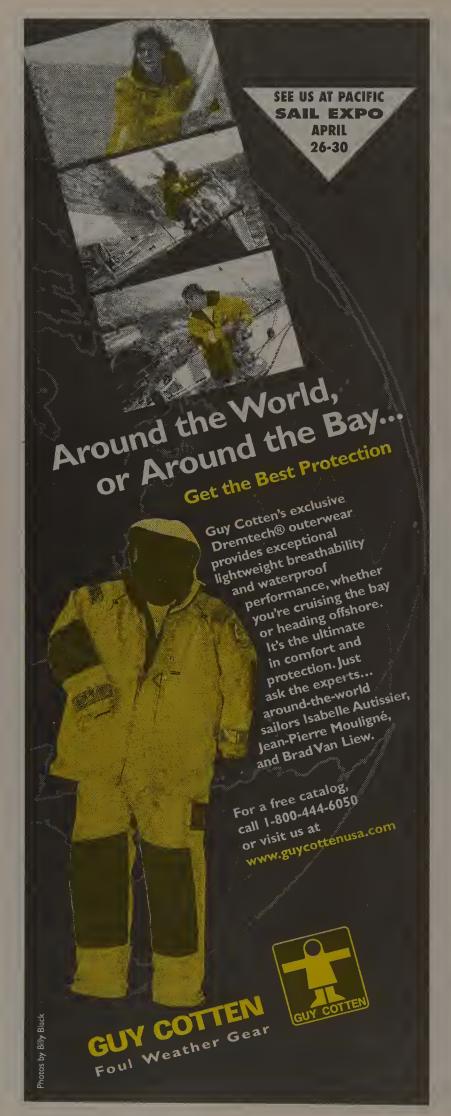
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April 15: Selecting & Buying a Boat

May 20: Learning to Sail – An Introductory Lesson

June 14: Outfitting Your Boat for Safety and Cruising

July 15: Using Your GPS to Find Single Women



LETTERS

Society in San Diego (619-224-2733).

While your boat might have the second oldest registration in California, we're not sure how significant that might be as there are a number of actively sailed boats that are quite a bit older. We're not familiar with the Historical Registry, but we're sure the folks at the Star of India in San Diego (619-234-9153) can point you in the right direction.

We're curious that you identify yourselves as 'Phoenicians', as the great city-states of Phoenica went into decline after Nebuchandnezzar and the Babylonians kicked butt back in 573 B.C. When Alexander the Great finished the job in 322 B.C., the Phoneician bloodlines were melded into that of the Hellenistic empire.

As you know, the most fascinating thing about the Caananites \rightarrow which is what the people of Phoenicia called themselves — is that they were a combination of 'sea people' and 'land people'. The land people had been sailing flat-bottomed barges close to the shores of what is currently Lebanon when they were conquered by the sea people who arrived from nobody knows where in 1,200 B.C. aboard ocean-going vessels featuring deep keels. After the two groups assimilated into one, they became renowned for both their great seamanship and shrewd business sense. At the height of their trading empire, they imported copper from Cyprus, linen from Egypt, ivory from India, tin from Spain, horses from Anatolia, and peacocks from Africa. Interestingly enough, their main port was Byblos, which came to mean 'paper' and 'book', 'Bible' — and more recently, 'notoriously expensive and exclusive disco in St. Tropez'. If you're indeed Phoenicians, why didn't you name your boat Asherar-yam, 'Our Lady Of The Sea' — after the maternal goddess of Phoenicia?

↑ UAIR SCOOP THING

What is the proper pronunciation of the word 'dorade'? I've heard two different versions, but don't know the historical context by which to determine the correct one. The first is pronounced do-RAH-dee — like the fish 'dorado', but with a different vowel ending. The second is pronounced DOH-rade — as in 'do-re-mi-fa-so-la-ti-do'. Until we know which is right, we'll have to call it the 'water proof air scoop'.

Scott Valor Nordstar, Cheoy Lee 41 Santa Cruz

Scott — The second pronunciation is the correct one. The term comes from the vents on Dorade, the skinny 52-foot yawl that won the 1931 TransAtlantic and Fastnet races, thereby catapulting Sparkman & Stephens to the forefront of yacht design for the next half-century. By the way, dorade vents are considered passe now on luxury yachts, their reason for existing having been replaced by — how gross! — air conditioning.

↑ THE GOOD — AND THE BAD — ABOUT FERRO BOATS

We're out cruising the Western Pacific, so we don't get our Latitudes right away. Nonetheless, I'd still like to respond to James Walldow's November '99 request to hear the good and bad about ferro-cement boats. I have owned, lived aboard, cruised, and maintained *Rise and Shine*, our ferro-cement Ingrid 38, for 12 years. She is my 21st boat, the previous ones having pretty much been evenly split between wood and fiberglass. I have also been paid crew on aluminum boats, and had some small experience on steel vessels. I've been licensed by the Coast Guard since 1972.

First, I would like to clear up a few myths. While it is true that the material used in creating a ferro-cement hull is cheaper than materials for other types of construction, the spars, rigging, sails, engine, and all of the other components and sys-

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tems that make up a boat cost the same. Ferro boats are not that much cheaper to build than boats of other materials — at least if they are built properly. It was the myth of the 'cheap boat that anybody could build' that led to the creation of so many backyard monsters. We've all seen them, the pseudo-galleons with the towering poops and quarter galleries sitting in some back lot. Well made, professionally-built ferro boats, on the other hand, are hard to spot as they look just like glass or wood boats.

The other myth is that ferro boats are massively heavy. *Rise* and *Shine's* hull is a uniform 5/8-inch thick and lined with cedar. She sits on the lines Bill Atkin drew for her.

Now for the good and bad. First the bad. Ferro boats are harder to finance and insure. This is a legacy for the backyard builder craze of the '60s and '70s. But there are companies that will write loans and policies on good ferro boats. The trick is to find a surveyor who knows and can pass on ferro. It took me two days to find a competent surveyor, but only an afternoon to get both financing and insurance once *Rise and Shine* passed her survey.

The other bad thing about ferro is that it takes forever to completely cure. The hull remains chemically active for 30 to 50 years. This results in what is called 'gassing'. For the first fifteen years or so, this gassing tends to cause small blisters to form between the hull and the epoxy coating. This means that when you paint the boat, you have to grind away the offending blister and re-epoxy the dime to quarter size spot. This really upset me until I learned to drill a tiny pinhole into the first blister to allow the gas to vent. After 15 years or so, this problem diminishes — although the incredible heat of Fiji seems to bring it on a bit more.

Now for the good. Ferro-cement has proven itself to make a strong, tough hull. It stands up to rigging stress well. When ferro is damaged, it tends to 'crunch' like a hard-boiled egg in a pattern of damage that tends not to cause uncontrollable flooding. Ferro is easily repaired, even by those with relatively few boatbuilding skills.

In his book *Cruising in Tropical Waters and Coral*, Australian Alan Lucas says he considers ferro part of the "best all-round cruising boat [material], well suited to reef waters and ocean passages." I have to agree with him. During the 1999 cruising season, I know of four boats that went onto reefs: *Rise and Shine* and three fiberglass boats. *Rise and Shine* was pulled off nine hours later with a few scratches in her epoxy and on her skipper's ego. The glass boats were total losses. Other pluses of ferro are the excellent sound and temperature insulation, a blessed relief in noisy, hot tropical ports.

Finally, *Latitude* mentions the low resale value of ferro boats as a negative. It is true that *Rise* and *Shine* would be worth more if she were fiberglass, but I was able to buy her at a bargain price. When I sell her, someone will get a very good deal. It all works out in the end.

The last good point is that it is now quite easy to tell a good ferro boat from a bad one. If a ferro boat is 15 or 20 years old and is still fair and not showing signs of 'spalling' — which is when big chunks of material are falling away — it is a good one. Most of the bad ones have long since crumbled away.

I hope Walldow finds this information helpful. Maybe one day he'll be one of us who gets tired of hearing, "She's ferrocement? She sure doesn't look like it."

Peter Nicolle Ketch *Rise and Shine* Lautoka, Fiji

Peter — Thanks for taking the time to share your firsthand experience.

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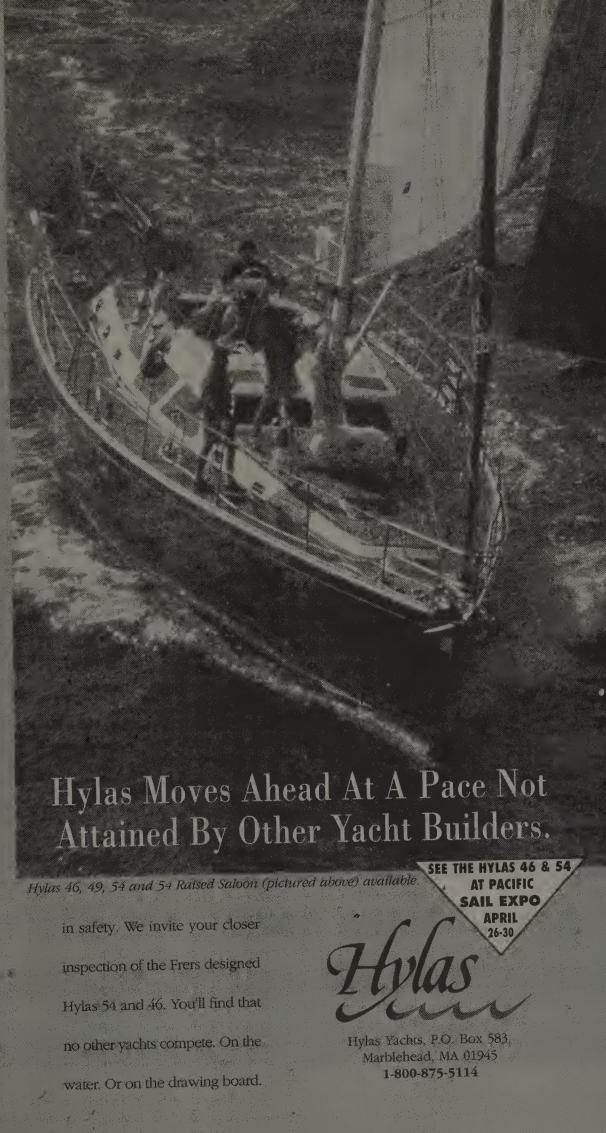
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↑ PANAMA CANAL — THE BEGINNING OF THE END?

In the January issue, Latitude had an editorial concluding that the future well-being of the Panama Canal is not a serious concern to the United States because only a small percentage of our products transit the Canal. This seems like a point of view worthy of reconsideration.

In terms of ships per week and tonnage of cargo, the Canal is now breaking all-time records. Those of us at the Pedro Miguel Boat Club watch day and night as modern monster ships pass in review. These ships are carrying the parts and manufactured goods that keep America and Europe running. One only has to recall the recent Asian 'economic flu' which came within millimeters of bringing down the global financial system, or the Mid-East oil embargo, or the warfare in Iraq and Yugoslavia to see how events worldwide can directly affect us in the U.S. It's a new, global world and, like it or not, we are all closely linked.

As such, deterioration of the Canal will affect us — all of us. Canal usage is at an all time high for one reason: the Canal is the most cost-effective way to move massive amounts of goods, mainly to and from Asia. A decrease in Canal efficiency will translate into slower transits and that will mean higher costs for goods, fueling inflation and higher interest rates.

Three days ago a Canal worker called us over to the fence that separates Pedro Miguel Boat Club from the Pedro Miguel Locks. "Quiere comprar silicon, senor?" (Wanna buy some sili-

"What do you mean?" we asked.

"I can get you as many tubes as you want — or a case. Four dollars per tube," he replied.

When I told a Kiwi who is a 25-year resident of Panama about it, he put his hand to his forehead. "Oh my God, it's started already! The Panamanians have only had the Canal for six weeks, and it's started already!"

I asked him to explain his obvious dismay. "If this worker blatantly offered Canal supplies to you in front of fellow workers, that means he knows his boss is doing the same thing, but probably with more expensive items. That's why he can be so free about it. And it very likely goes all the way up the ladder of administration, to machinery and things like that. We all knew it would happen, we just assumed it would develop over months

I asked long term residents of Pedro Miguel Boat Club if they could recall such a similar offer before the Panamanians took control. They could not.

I think the correct conclusion is that we can't be comfortable about the future of this magnificent and vital Panama Canal, and we cannot conclude we are immune from the consequences.

> William Gloege Pedro Miguel Boat Club Panama

William — You misread the article. First, it wasn't an editorial but rather a report of the opinions of shipping and military experts. Second, the group consensus was not that a small amount of cargo comes through the Canal, but rather that the overwhelming amount of Canal cargo consists of basic commodities for which inexpensive alternative means of transportation are readily available. For example, the top three products brought through the Canal are grains (20%), petroleum (15%), and phosphates and other fertilizers (9%). As one shipping expert said, if the Canal closed tomorrow, it would create a disruption for a month or two, after which American consumers wouldn't notice any delays or increase in prices.

As for your contention that "modern monster ships" transit the Canal day and night, that's not quite true. For decades now, the bigger ships — particularly those carrying commodities such



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as grains and petroleum — have been almost 50% too wide to fit through the Canal. Up until the '80s, everyone assumed that even container ships had to be 'Panamax" — meaning less than 1,000 feet long and 91 feet wide — so they could fit through the Canal for deployment in the Pacific or Atlantic depending on market conditions. American President Lines changed all that when they realized that thanks "to intermodalism in North America, goods could be transported from the East Coast to the West Coast more effectively by train". As such, they built ships specifically for the trans-Pacific trade. The wisdom of this thinking became so obvious when their first 'post-Panamax' ship was launched in '88, that they immediately commissioned even larger ships. Since then, virtually all the other major shipping lines have followed suit. So what you actually see transiting the Canal these days are not the latest and greatest in monster ships, but older and less efficient vessels.

Still not convinced? If you check out the Canal's own brochure it clearly states that the countries that benefit the most — and stand to lose the most from Canal problems — are Panama and her neighbors. Of course, none of this addresses the fact that using the Canal for getting small vessels between the Pacific and Caribbean is inefficient and a waste of fresh water.

↑ COUNTRY TO COUNTRY

I've been reading *Latitude* since the mid-'80s and, as this is my first letter, have a comment and several questions.

First, with regard to the legality of recessed running lights below the gunwales, the September issue of Sail states, "A side light mounted below the gunwale on the curve of the hull is no longer legal, and is unlikely to shine over the proper arc."

Second, I've been coastal sailing, but have never been in a storm. However, I'll be retiring in 2002 and at that time will start my circumnavigation. I'm wondering that if all else fails in a storm, would it make sense to do a 'controlled sinking'. In other words, take on enough water to make the boat so heavy that it can't easily be tossed about.

Finally, when cruising, I'd like to know how you find out what is the port of entry at the next country, what countries require a clearance from the last port or a visa purchased in advance? How do you know whether to raise the quarantine flag and wait or simply tie up at a public dock? What does one do if his destination is a country that normally does not receive yachties? Could you run an article that details the intricacies of going from country to country, and how to acquire the information?

Norman Paul Felts San Luis Obispo

Norman — It was the quote in Sail that raised the question in the first place. As we've since discovered, 1) The old lights are grandfathered, and 2) At the local inspection level, the Coast Guard isn't even aware there has been a change.

The last thing you'd want in a storm would be 'uncontrolled water ballast', as it would work to offset the righting moment of the keel. When you took a knockdown, all the water would rush to the low side and keep you pinned down in that perilous position. Furthermore, when trying to survive the powerful forces of a storm, it's usually better to 'roll with the punches' as opposed to being a near stationary object having to accept the full impact of a crashing sea. In other words, all weight that doesn't contribute to the righting moment and structural integrity of the boat is bad weight.

As for the intricacies of knowing what the port of entries are in a country, whether you should fly a quarantine flag, if you need a visa in advance, and similar questions, you have three options. First, you can find that information in Jimmy Cornell's



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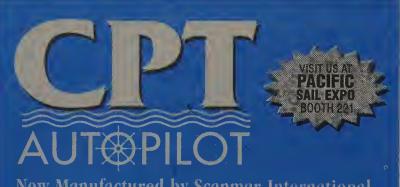
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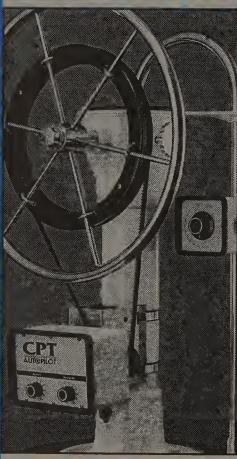


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World Cruising Handbook or the various cruising guides to the countries you plan to visit. Second, you can rely on the 'coconut telegraph' of other cruising boats. No matter what country you plan to visit, somebody is always coming back from there. This is what most people do. Third, you can just wing it. When we cruised the northeast coast of Cuba, we just showed up unannounced at each place and looked for the jefe, and it was no big deal. This is one of those things that seems like it might be a problem before you start cruising, but turns out not to be a problem at all.

↑UCELL PHONES IN MEXICO

You folks are an absolute font of information about cruising in Mexico. Your First Timer's Guide booklet is especially good. One additional topic that might be interesting to readers heading south is the cell phone situation in Mexico. Is there good cell phone service? What companies and phones seem to work best? What about roaming? What about using cell phones for calling back to the States or for sending email?

The answers to these questions would be greatly appreciated, as we plan to be part of the 2000 Baja Ha-Ha starting in

late October.

Jan and Signe Twardowski Tacoma, WA

Jan & Signe — Because of all the changes in cell phone ser-

vice and email capability, we're going to throw that question out to the folks in Mexico for an up-to-date response. We'd also appreciate it if anyone can give us the latest on the least expensive way to phone back to the States. During a recent visit to Puerto Vallarta, one couple told us that a rechargeable MCI phone card from Wal-Mart seemed to be the best, as it only cost 40 cents a minute. And due to some weirdness, it was only five cents a minute when phoning home from Baja. The card does not work on all phones. however.



Mrs. T doing stowage duty.

↑\$\\$\\$BOOBIES AND OTHER PESTS

I've read several recent letters asking what to do about jejenes or 'no-see-ums' in Mexico. While anchored at Matanchen Bay near San Blas in 1997, I discovered that evening visits by the little buggers could be avoided by lighting a large citronella candle in the cockpit just outside the hatch. I assume that the odor drifting downwind kept them away. In any event, it worked.

Frigate birds landing on the masthead can be a problem, too. Since I had both a VHF antenna and a spare mounted atop my mast, there wasn't enough room for frigates to land. Of course, that didn't keep them from trying to land, as the repeated 'booooing!' sound of vibrating antennas let me know.

Try as I might, I could never devise an effective system to keep the absolutely fearless boobies from landing anywhere they chose. Sometimes they would land on the rail only a few feet away. When I pushed one off, he would simply fly in a big circle and then land in the same spot again.

In January, I had the pleasure of sailing with Dick and Nancy Brown in Zihuatanejo aboard their boat Askari. Dick had dis-

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covered a simple and effective method of keeping the boobies from landing. Every time a boobie would start his final approach to land on *Askari*, Dick would boom out, "Bad boobie!" The boobie must have some acute need for acceptance, for this was all it took to get them to flap away with a sheepish look on their face.

Bill Nokes

Someday, Gulfstar 41 ketch Chetco Cove, Oregon

Bill — We can only assume that most no-see-ums were on vacation when you visited Matanchen Bay. The last time we were there, not even standing directly downwind of enormous beach bonfires would keep the little nasties away. The only onboard device that would be effective against a genuine no-see-um attack would be a Pratt & Whitney jet engine mounted in the companionway as a flamethrower.

î\$\\$IGHTINGS ONLINE

Ever since we've been in the Pacific on our way around, I have been a fan of *Latitude*. And I love the website, as it allows me to get my dose of *Letters* even if I don't have a magazine. But in one of your February 2000 letter responses, you advised readers to see *Sightings* for good news for ham operators who aren't good at code. Since you don't put *Sightings* on the web, I want to know what the article said.

I'm glad to hear that SailMail hasn't been thwarted by Pin Oak, and is moving forward. We're going to have to get it as soon as our new boat is completed. We remember seeing Jim Corenman — he was one of the people instrumental in getting SailMail operational — and his Schumacher 50 Heart of Gold in Moorea several years ago. Because my husband is a boat fanatic, he has a photo of Heart of Gold in his album.

Our next boat is being built in the garage — yes, my husband just had to do it. She's a 13 meter boat that was designed by Joe Adams of Australia. We're building her of douglas fir and glass, and she'll have an unstayed carbon fiber mast. My husband has quite a bit of boatbuilding experience — including at Gold Coast Boats in St. Croix — so she's coming along quite well. He started a year ago and we hope to be living aboard this summer.

, Paula Ferguson Soon To Be Sailing Around The World

Paula — We're gradually getting more of the magazine online — and hope to have most of it posted there by the end of the year. Meanwhile, all the ham information you want is included in the next letter.

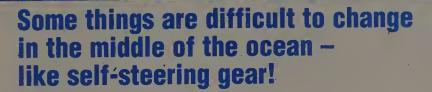
↑UIN PRAISE OF HAM RADIO

Okay, all your years of dreaming, planning and hard work have come together, and you're finally ready to take off cruising. But before you go there's one more thing you really need—your General class Amateur Radio—aka ham—radio license. Many of you will groan and say you're not into radios, electronics and Morse Code. But that no longer matters as, thanks to the Federal Communication Commission's easing the requirements for a General license, it will soon be easily within every cruiser's reach.

My husband Glen and I started cruising our Super Maramu ketch *C'est Assez* without ham licenses — and soon learned the error of our ways. For once you start using your ham radio, it becomes an important part of your daily life. Here's what we normally do before 0900 each day:

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'gateways' established by ham volunteers worldwide. The only way you can legally access these email bands is to have a General class license.

0800 — We tune into the Central American Breakfast Club, a ham-only net with excellent regional weather forecasts. Once again, this net is operated on a General class frequency.

0830 — We tune into the Panama Connection Net — which is on the marine band available to everyone with a SSB radio — to keep track of the cruising friends we met in the Caribbean. By the way, when you buy a SSB radio, make sure it's a radio that allows you to use all the SSB frequencies — including those set aside for ham radio.

After 0830 — Depending on our plans for the day, we sometimes tune into the BBC or Armed Forces Radio Network for news of the world.

We do all of this before 0900 — which makes it a great way to start the day. Based on our experience, you make *friends* with fellow cruisers at potlucks, beach grills, and happy hours in the anchorages. But you *bond* with fellow cruisers through continuing contact via HF radio. For keeping in touch, safety, and long distance communications, there is nothing that can beat the reliability and low cost of ham radio.

Now about that General class license. To really take advantage of your radio, you'll need a General class license to gain access to the most frequently used and helpful ham-only world-wide mariner nets and services. If you don't have access to these frequencies, you lose out on about two-thirds of all the available radio contacts and services.

If you've been putting off getting that General class license, the new rules — effective April 15 — should provide all the incentive you need to finally get that license. The whole Amateur Radio\licensing structure will be streamlined, as the five current classes of licenses will be reduced to just three: Technician, General and Extra. The Technician license is the easiest to get, but you need to get the General license to participate in most ham nets and to send email.

The number one reason most cruisers haven't gotten ham radio licenses is the Morse Code requirements. General and Extra class licenses used to require 13 words per minute and a blistering 20 words per minute respectively. But the good news is that by April 15, applicants for the General and Extra licenses will only be required to copy code at five words perminute. For those who currently hold a Technician class license, all that's needed is to pass the General class multiple choice test and the five word per minute code test.

As for learning Code at five words per minute, Radio Shack and others have cassette programs with foolproof methods for learning base Code in less than a week. And my husband and I are licensed proof. It's actually easiest and the most fun to learn this as a couple. Don't be intimidated by even this simple Code test, because your transcription doesn't have to be anywhere near perfect for you to pass. It helps that the Code exam is given in a set and predictable format — which you will learn through your tapes. You get a certain amount of points for every word, punctuation mark, call sign, and so forth. Because of the set format you know what to listen for and are psychologically prepared. Even if you don't catch every word, you have time afterwards to fill in the blanks so the sentences make sense.

You also have to pass a multiple choice test for the General license. But thanks to the Freedom of Information Act, every test question and answer that can be used on the test has to be provided to the public in advance. That means you can walk into any Radio Shack and buy a study guide which not only gives you all the questions and answers for the test, but the guide also explains the theory, concepts and equipment involved — allowing you to more easily understand and memorize the

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answers to the questions.

It took my husband and me two weeks of study with the guides to pass the multiple choice and Code tests. We were so focused during those two weeks that we even dreamed in Code — but the results were worth the effort expended.

Once you're ready to take the tests, you can find or arrange for convenient times and dates. Local ham clubs usually run monthly or periodic tests given by their volunteer examiners. You can find out about clubs near you through the American Radio Relay League (ARRL) on their internet website at www.arrl.org. You'll find the volunteer examiners extremely friendly, helpful and professional. The only fee involved is a

\$6.95 license application.

Getting our ham licenses have brought us a new dimension of pleasure to our cruising — and we recommend it highly. For example, we're currently on our way between Panama and the Galapagos Islands. Before we left Panama, we announced on the nets that we would come up on a certain frequency every evening to trade information on local weather and for general health and welfare checks with other boats en route. So every evening during this 850-mile passage, four to five boats at varying stages of the passage have been checking in to our informal net. We trade news of the day, plot each other's locations, track upcoming weather, compare what fish have been caught, and provide friendly and caring contact in the middle of a vast ocean. There is also the added bonus of being able to send email while underway. For example, this letter was emailed to Latitude from just south of the equator over ham radio using a free ham internet gateway in Florida. It's pretty neat!

> Glen and Julie Bradley C'est Assez, 53 Amel Galapagos Islands / Annapolis, MD

Glen & Julie — Thanks for that reminder of the applicant-

friendly changes for ham operator licensing.

Ham radio has been a tremendous safety and social link for cruisers for many years, but lest anyone get the wrong idea, it's not an absolute necessity. In the last 20 years, we've cruised to Mexico countless times, had a boat in the Caribbean for 10 years, and even did a trip across the Atlantic and the Med to Turkey and back with Big O. Nobody on our boats ever had a ham license, and we can't recall a time when we ever really needed one. We never got a ham license for both philosophical and practical reasons. Philosophically, we were opposed to learning Code for the same reasons we didn't want to learn to milk a cow or drive a horse and buggy. We're still opposed to the requirement. As a practical matter, it seemed to us anyone raising a family and trying to build a career had much better uses of their time than learning a dying language — particularly when the Code requirement was so much greater.

For about seven of the last 20 years, we've had a SSB radio and license — for which no Code test is required. Having a SSB radio meant we could monitor all the ham nets and traffic. It also meant we could participate in all the many SSB nets and/or start one of our own. Ham nets are very popular in Mexico, but

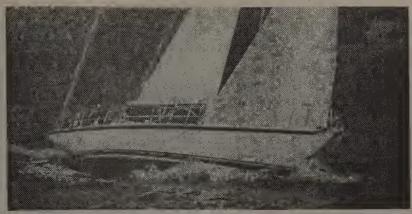
SSB nets predominate in the rest of the world.

One advantage ham radio has over SSB is that you can set up phone patches to chat with folks back home. The disadvantages are that you can't legally discuss business, and each time you visit a foreign country you have to tromp around to get a reciprocal license. You can send and receive email via ham and SSB radio, although there is better ham coverage on the other side of the world.

Bottom line? By all means equip your boat with a SSB radio designed to allow you to use ham frequencies also. If you think you're going to be one of the many who really enjoy talking on



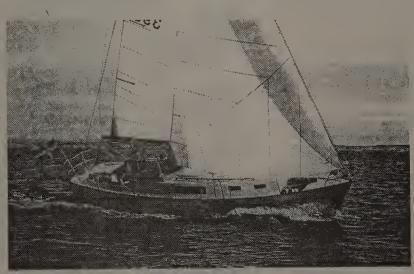
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the radio or making phone patches back home — see the next letter for drawbacks about it — take the extra time and effort to get a General class license. But if you find you're not much of a radiohead, an SSB is all you need.

↑ || ARE WE GLAD WE BOUGHT INMARSAT C!

We're some of those 'sit in the back row cruisers' who have diligently read *Latitude* for many years. We have been entertained, enlightened — and occasionally irritated — but never bored. Yours is a great magazine.

A number of recent articles and letters in *Latitude* and other magazines have finally inspired us to speak up on the subject of communications at sea. The communications method receiving the most press recently has been HF radio email — either by Ham or SSB — followed by the advanced tech stuff such as Iridium, with only passing references made to Inmarsat C.

As we prepared to depart the States in '94, I was told by my First Mate that she wasn't going if I didn't get at least a General Class Ham license. We have grandkids. So I passed the 13-word per minute code test, got my General license, and we set sail. We established ham contacts, and proceeded down the coast of Mexico and across the Pacific. Thanks to many generous ham operators, we stayed in contact with the kids through phone patches and so forth.

It is possible to stay in contact with back home via ham radio, but it's not as easy as some might have been led to believe. For instance, our alarm clock had to do double duty, as in addition to waking us up it had to remind us that we had a ham sked. We made most of them, but we always felt guilty if we didn't wake up or were ashore and couldn't get back to the radio in time. In addition, there were propagation battles that had to be fought, of course, and we had reasonable success with that. In order to comply with international regulations, we dutifully obtained the necessary reciprocal licenses from every island nation we visited — but that took some time and effort, too.

As you can probably tell, ham radio is not our hobby. Unlike the many cruisers who enjoy using it for daily chats, we only use it — and the SSB — to exchange relatively important information. As time went on, we came to realize that it's not easy to be a good ham, as it requires much more organizational ability than we possess.

While in Raiatea in '96, a fellow cruiser showed us how to use HF email — although this required the purchase of a new radio and computer. But we're not techno geeks, and ultimately we found it to be more trouble to use than it was worth. About the same time, we watched with curiosity as another cruiser installed and commissioned an Inmarsat C. Back then, the units cost \$4,500 and it took weeks and lots of test messages before an owner was admitted to cyberspace. That was too much trouble also, so we continued our struggles with the old-fashioned HF radio voice communications.

While in New Zealand a couple of years later, we found that the cost of Inmarsat C had dropped 22%. So we decided to investigate further. We also looked into the Iridium phone. Here's what we found:

- 1) At the time, Iridium sounded wonderful, but nobody could tell us when it would be ready or how much it would cost.
- 2) Laptop size satellite phones were available, but they were expensive and you had to point the lid antenna at the satellite while outside on a moving deck. If it got wet, you could ruin the whole thing.
- 3) The Inmarsat A, B and M systems were big and heavy enough to sink our boat and our budget.
- 4) Inmarsat C, however, was smaller and less expensive, and had a built-in GPS. In addition, the commercial version could



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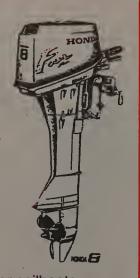
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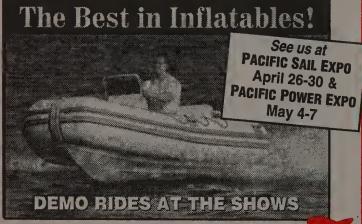
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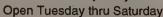
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be polled by a land station to see where it was — which is why the New Zealand Fisheries Department requires them on all commercial fishing boats.

5) Inmarsat C is part of the Global Maritime Distress and Safety System (GMDSS). This is a subject unto itself, but it implied that Inmarsat C was another safety net and that the system would be around for awhile.

6) The Inmarsat C installation was relatively simple.

Based on the above and some user testimonials, we decided to go with old but proven technology — and bought a Trimble Galaxy Inmarsat C. Boy, are we glad we did!

The point of our letter is that in our opinion Inmarsat C is too often overlooked because of its past image as a large, expensive communications system for megayachts. But that's no longer the case. In fact, we've been using ours for over a year now, and it rates it right up there in importance with our GPS, radar and self-steering.

Here's what you get for your money: 1) A 100% reliable email, fax and telex system that is immune to propagation and overloading problems. 2) An emergency distress system which, when activated, continuously transmits your identification, location, course and speed. If you have a problem, you can send details on the nature of your problem. This information goes directly to the nearest Rescue Control Center (RCC) via a geostationary satellite. You do not have to wait for an orbiting satellite to pass overhead before your distress message is acted upon. (However, you still need a 406 EPIRB should you have to abandon ship.) 3) A backup GPS. 4) Weather forecasts and warnings text only - for the meteorological area in which you are located. The system automatically adjusts the weather report for your location because it knows where you are.

There's more. You also get: 5) Notice to Mariners for your area, which includes information on status of navaids, warnings of such things as the location of floating containers, other vessels in distress, and so forth. 6) Medical assistance upon request. 7) A small antenna independent of the backstay, should you lose your rig. There are other features, but frankly, we don't know how to use them.

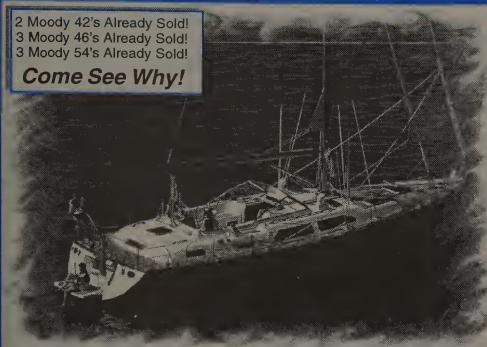
The downsides? The system costs about \$3,000 - not including a necessary laptop computer. The installation is primarily a single wire run from the box to the antenna, and from the electrical source to the box. This is not a big deal, but it will cost you if someone else does it. Unlike ham email, Inmarsat C email is not free. At the present time, 32 characters costs about 20 cents. That means a letter as long as this one would cost about \$40 - which is way too expensive for our blood. But by using innovative abbreviations, a lot of information can be sent in a short message. In addition, there is no monthly fee and prices have been coming down. Another problem is that only other boats with Inmarsat C, and others who sign up with your provider, can send you messages. You can, however, send to any email address. This works for us in that our kids, our mail person, and a few good friends are on line with us. For all others, we receive their messages through our mail person or via Hotmail.

We realize that Inmarsat C is not for everyone, but people should give it a hard look before they make a communications decision. It's an established and reliable system that will be with us for a long time.

P.S. We just read Rick Oliveiras' letter from way back in the August issue, and it reminded us of several other considerations. First, HF radio transmissions often interfere with onboard electronics -- especially autopilots and GPS. Inmarsat C doesn't - at least not on our vessel. Second, ham bulletin board service is a party line, whereas Inmarsat C messages are private. Finally, unlike with ham radio email, you can conduct

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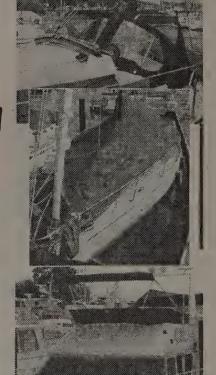
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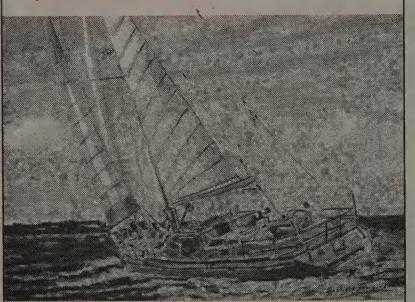


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Hal and Ellen Farley *Airborne*

Sequim, Washington / Brisbane, Australia

Hal & Ellen — No matter if it's Inmarsat C, SSB email, ham email, or Iridium voice communication — if it's still around — all have something good to offer and all have drawbacks. Before too many years pass, we'll have reliable voice and high speed data via satellite, but until then everyone will have to make their own choices about what's best for them. We do know of many sailors who, like you, are pleased with Inmarsat C. By the way, most of them get about three pages of news, sports and business headlines each day — which is really cool.

↑ JACK MARTIN REMEMBERED

I was grieved to read of the death of Jack Martin of the Crealock 37 Teresa J. as a result of his being a passenger in a head-on collision in Opua, New Zealand. It would be inaccurate to say I knew Jack, as I really knew the Martin family. Jack, his wife Linda, and their son John were almost always together when we met them while summering over in La Paz in 1996. The three of them worked as a team: making sure that John got a good education, keeping their sailboat in good condition, and attending social events and church on Sundays. They were wonderful to be around. Naturally, I'm glad that John survived and Linda wasn't in the car, but it's hard for me to think of any one of them without the other two.

The Martins were a great family, and as they travelled through Mexico and Central America, they left a trail of good deeds and nice vibes that won't soon be forgotten. That they volunteered to help build low income housing in Chacala is just typical of them.

My love and best wishes go with Linda and John as they forge a new trail for themselves without their beloved and devoted husband and father.

Catherine Blake Sojourn

Santa Cruz / Barra de Navidad, Mexico

↑ JMANTA MEGATHANKS

We'd like to publicly extend a heartfelt thanks to our many cruising friends who are responsible for our being able to continue cruising aboard our much loved Catalina 42 Neener³. As readers of last month's Sightings know, a manta ray temporarily got caught in our anchor chain and started dragging our boat around among a group of other cruising boats. Without the quick thinking and fast actions of these friends, we'd probably be stuck in some hot and sticky boatyard waiting for repairs to be completed and dealing with insurance claims. And we wouldn't have been alone, for many other boats could have been damaged or possibly sunk that afternoon in Tenacatita Bay.

First, we'd like to thank Allan Peters and his 14-year-old son Joshua, for seeing a problem and taking immediate action. Allan had to catch our moving boat, maneuver to the transom so that Joshua could jump aboard, unlock the steering, and steer away from a certain T-boning of *Halcyon*. Young Josh stayed at the helm and continued to weave our manta ray powered boat through the anchored fleet.

Thanks also to Don and Lena on Windward Luv for also seeing the problem and sounding the alarm over VHF radio — then jumping in their dinghy to help. Thanks to Tim on Treopia, who heard the alarm and took action. He made several free dives to see what might be done, then made a final dive to untangle and free a huge manta ray. It's a story we're sure Tim will remember



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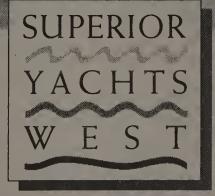
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and recount all his days. What a thrill it would be for Tim to someday return to Tenacatita, dive again, and see that same giant manta ray! Finally, many thanks to Don on *Tauri Wind*, Darrel ('the mayor') on *Black Swan*, and many others who re-



The Tenacatita Bay raft-up at Neener³ in honor of the 'manta ray heroes', Tim and Josh, seen above sharing their experience with the fleet.

sponded to the call for help. We later heard that one cruiser was even going to put his inflatable between our 'manta powered' *Neener* and the other boats in her path!

We're currently in Z-town counting our blessings and getting ready to start north into the Sea of Cortez. Yes, we'll stop at Tenacatita Bay — and hopefully see this great sea animal break water. A flip would be really nice!

Finally, thanks to the fantastic crew at *Latitude* who kept our dream alive with all the fantastic visuals. Eventually we couldn't handle it and had to come and see it for ourselves!

Pete and Jean Ryan Neener³, Catalina 42 Santa Cruz / Mexico

↑ PLANES ARE HARD ON THE SOUTH BAY

My only axe to grind with surveys that show people support building new runways into San Francisco Bay is that the surveys are of people who don't live in the South Bay. And why would anyone survey the population in an area totally unaffected by the new runways? After all, the South Bay didn't get a say when San Franciscans decided to eliminate freeways bypassing their surface streets.

The monstrous runways are being proposed for the South Bay, so bring the bloody poll-takers to San Mateo County! In such a case, I estimate that the for and against percentages would be reversed — especially if the boatowners from Coyote Point, Oyster Point and Sierra Point Marinas were included. Perhaps if the folks in the North Bay understood how much area these new runways would require, their perspective would change.

My business demands extensive air travel, so I am constantly subjected to bad weather delays when returning to SFO. But that doesn't mean I'll roll over for new runways destroying my boating waters.

Bill Schwager San Carlos

↑ BANDITO BANK MACHINE IN PUERTO VALLARTA

We regret to have to let Mexican cruisers know about a problem we've just had with Inverlat Bank in Puerto Vallarta.

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LETTERS

pesos! We immediately went inside and spoke with a bank officer. We showed the machine receipt for 800 pesos and the 750 pesos we received. The bank officer counted the money to make sure we hadn't miscounted — we hadn't — then initialed our receipt. We were then told that the head cashier would have to count the money in the machine before we could get our 50 pesos, so we had to come back the next day.

When we returned the next day, we were told that they'd been busy so the machine couldn't be counted for several more hours. We nonetheless asked what would happen if the machine had inadvertently given another customer 50 pesos too much. We were assured that this would never, ever happen.

We stayed around and waited for them to count — but in vain. Their count did not show an overage of 50 pesos — so it was'too bad for us. Our account had been charged for funds we didn't receive. Perhaps we should feel lucky that we only lost 50 pesos — a little less than \$5 — and not 500 pesos. And we do feel lucky. Nonetheless, we are still annoyed, irritated and a bit insulted that Banco Inverlat thinks we would try to cheat them out of 50 pesos.

We have used ATMs at many other Mexican banks and not had any problems — and we hope this won't happen again. Nonetheless, we suggest that other cruisers be cautious.

Dwight and Fran Fisher We Three Marina Nuevo Vallarta, Puerto Vallarta

Dwight & Fran — Thanks for the alert. Several years ago some cruisers in La Paz — and we think Puerto Vallarta — got screwed by ATMs for much larger amounts of money. Because of previous ATM problems and the long history of credit card fraud in Mexico, everyone needs to be extra cautious about counting their money and examining their credit card statements.

↑ FOUND A WIFE AND A BOAT IN LATITUDE

Greetings from London! Maybe you can help me, as I'm looking for *Renegade*, a 100-ft LOA gaff-rigged topsail ferro cement schooner with douglas fir masts. She was built at the end of the '70s by Capt. Charles White, and used to be a feature on San Francisco Bay. She was often tied up at China Basin, anchored off Sausalito, or — when we had money — berthed at Pelican Yacht Harbor.

I lived and sailed aboard her in '82 and '83 — including a trip as far south as Acapulco and back north to Los Angeles and Santa Barbara — before moving to England. Before I left the boat, I'd purchased a share in her. I haven't seen *Renegade* since '88 and know the ownership of the vessel changed hands several times, but I never disposed of my interest in her. If anybody remembers *Renegade* or has any idea where she might be, I'd be grateful to receive that information at tomtom-@btinternet.com.

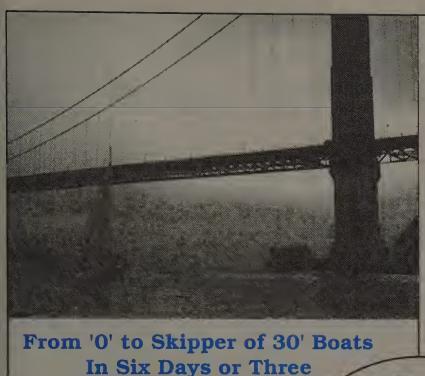
Latitude remains one of my favorite magazines. In fact, it was through your magazine that I found the Renegade — and my English wife!

Stephen Rendell London

Stephen — Sorry to say, but we don't remember Renegade or know where she is. But it's hard to hide such a large vessel, so maybe one of our readers can help.

11 UMPORT PERMITS

When we left California last year, we had intended to move rapidly through Mexico to get to the Panama Canal. Things change while cruising, however, and we ended up spending more time along Mexico's lovely 'Gold Coast' than we had anticipated.



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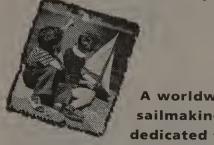
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LETTERS

Anyway, we recently had to fly home to the Bay Area to take care of a positive but unexpected family situation. We saw it as an opportunity to bring back various boat bits which JoJo was in need of. Since we'd expected to just be passing through Mexico, we hadn't gone to the trouble of getting a Temporary Import Permit at our first port of entry. Such permits allow mariners in transit to, if the rules are followed, import boat gear duty free.

According to all I had heard and read — including John Rain's excellent Mexico Boater's Guide — you can only obtain the permit at your initial port of entry into Mexico. Nonetheless, I invested a few pesos in a combi ride out to the airport here in Zihuatanejo, and asked an Aduana - customs officer - if it was possible to obtain a Temporary Import Permit for the boat there. Not only was it possible, but there was an instruction form detailing the requirements taped to his wall!

So if anyone finds themselves in a similar situation — and it happens more frequently than people expect — here is what is required for the permit: Two copies of the vessel documentation, two copies of your passport, two copies of your most recent port clearance papers, and four photos - one from each side — of the boat. There is no charge and the forms were handed to me 15 minutes later.

One item I have never seen on a list of vital equipment for cruisers headed to Mexico: a set of ear-plugs for each crewmember. Many sailors don't realize that where there is one or more tourists hotels, cruisers will be plagued by the annoying sound of jet-skis running around polluting the water - as well as one's sight and hearing. We are currently at work designing a very large flyswatter with which to swat the annoying things. Captain Jonathan and Joell White

Catfisher 32, JoJo Zihuatanejo — But Heading South

Jonathan & Joell — To our knowledge, you could always get a Temporary Import Permit at any of the major ports. In some places boatowners were charged up to \$100.

By the way, our old friend Patricia Raines recently told us that she and John have a new and greatly updated Boaters Guide to Mexico that will be released this summer. The old one – which was financed by Situr — hasn't been widely available. for years.

In Part One of your Marina Guide, you describe Peninsula Marina in Redwood City as having a "new personality". But I think you should qualify that personality as dysfunctional. At the time I left Peninsula Marina in late '99, the docks were cracking and sinking, the heads were backed up with all manner of human filth and insects, and there were signs of violence. I got the impression that the marina management didn't give a damn about who leased a slip as long as they got their monthly rent.

Since then, other friends who "got out just in time" tell us that things have gone even further downhill: Derelict vessels sunk in their slips; docks broken loose from their mounts only prevented from floating away by pieces of line; shore power wiring cracked and shorted out in the water - occasionally causing a great cauldron of bubbles. The marina's solution to the latter problem? Turn off the power so that no more than 20% of Gate 5 slips have any shore power at all. Gate 5, by the way, is one of the primary liveaboard areas in the marina. Peninsula Marina is possibly the only marina in the area to offer wimpy 20-amp circuits to all but the end-ties. In addition, the pumpout facilities seemed to be out of order more often than not, and calls to the 'service number' connect you to the answering ser-

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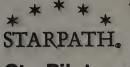
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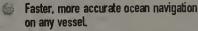
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ETTERS

vice. Repairs are not prompt. In addition, the rest rooms are not cleaned on weekends.

There are some significant navigational problems with Peninsula Marina as well. While Redwood Creek is not what you would call a major waterway, the bar across the entrance to the marina is less than three feet under at mean low water. For all but the most shoal draft vessels, it means you're either locked in or out of the marina for two to three hours on either side of the low. We heard rumors that Peninsula Marina was offered a great price on getting their entrance dredged when the new Bair Island Marina was being built, but they declined.

To top it off, last year Peninsula Marina decided to double their slip rent, making it the most expensive in the Bay Area!

Ken Mayer Wishful Thinking Alameda

ÎUSAILORS BEWARE OF THE MUDFLATS

I read with glee your March description of Peninsula Marina. Although I'm an avid reader of Latitude, I must say it was the

first real piece of bullshit I've seen in your pages.

I live in Peninsula Marina and can tell you that the facilities are literally falling apart. For instance, the ramp at the bottom of Gate 5 is sinking, there is no door on the men's head at Gate 2, the hoist is not available, and there is no security gate. The Harbormaster — that's a joke — spends all his time trying to collect rent while the New York owner is a rude and obnoxious bully who threatens to evict everyone.

And last November the rent went up 50%. I almost left, but only stayed for three reasons: location, location, location. Others couldn't afford it, and some are now living beneath the underpass. This is a liveaboard marina. Furthermore, you can't get in or out of the marina at low tide because of the bar at the entrance. While it's not the marina's fault, it's 45 minutes away

from any good sailing.

Make no mistake, I believe a property owner has the right to maximize his profits off legitimate efforts put forth on his part, but what's going on at the Peninsula Marina is pure and simple profiteering on the part of some rich New Yorker who read an article about the housing crunch here in Silicon Valley and decided to profit by it. Some questions I'd like to ask the owner: How can you justify raising the slip fees so much? Why are there eight 50-foot slips that are empty? Why are there 20 empty 36-foot slips? And finally, why does everyone in the marina hate the Bellport Group?

Capt. Wade S. Church Teaser Peninsula Marina

Readers — According to our best two sources in the South Bay, there is plenty of blame to go around. The marina is not in the best of condition, on the other hand, there were/are a significant number of tenants who weren't paying their slip fees and wouldn't leave.

↑ \$\psi A SHORTAGE OF GOOD ANCHORAGES?

I'm trying to expand my knowledge of coastal sailing opportunities, and have read your excellent articles on nearby weekend getaways. But I'm wondering how the cruising opportunities along our coast stack up against some of the famous cruising destinations of the world.

I haven't read much about cruising opportunities along the Northern California coast — by which I mean from Cape Mendocino south to Point Conception. Is this an underutilized cruising ground or is it popular and people keep their mouths

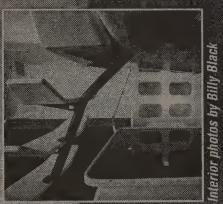
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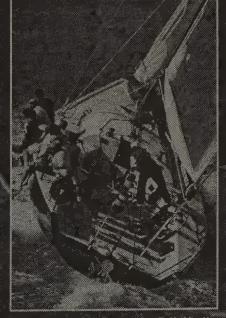


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I FTTERS

shut about all it has to offer? Obviously, the water is cold year 'round and it's often foggy, and I've also been told that there is a shortage of safe anchorages and harbors along this stretch of coast. Nonetheless, every cruising ground seems to have its advantages and disadvantages.

In any event, I'd appreciate your balanced opinion — and am willing to accept a little local bias. Furthermore, can you recommend a good cruising guide for the area mentioned?

Mike Rosauer Sausalito

Mike — On the positive side of the ledger, San Francisco and Monterey Bays are great places for consistently strong summer winds and terrific daysailing. Sailors around the world — including Seattle, San Diego, Newport Beach, Long Island Sound, Annapolis, Florida, Auckland, and almost the entire Med — would gladly give their left cojone to be able to enjoy the spirited sailing we take for granted between March and October. Alas, the coastal cruising along the Northern California coast pretty much sucks. The main villains are the frequently strong summer winds and big seas, made all the more unpleasant by the mostly cool temperatures and fog. The fact that there are relatively few good anchorages and destinations doesn't help.

Is the 'coastal cruising' better in places such as Mexico, the Caribbean, the South Pacific, the Med, Greece and Turkey? Infinitely so, as it's all a matter of more pleasant sailing conditions and more interesting destinations. Indeed, even the coastal cruis-

ing in Southern California is far superior.

Where to coastal cruise in Northern California? The only person we know to have ever claimed enjoying sailing further north than Drake's Bay is Richard Steinke — and he's a special case. Virtually all other sailors would tell you that places such as Eureka, Crescent City and even Mendocino simply aren't worth the considerable effort it usually takes to sail there. It would be smarter to enjoy a great day of sailing on the Bay one day, then drive up to one of the other places in a car the next day.

· Drake's Bay is a somewhat popular destination for Northern California cruisers trying to hone or brush up on their technique for longer cruises. But it's not such a warm or scenic spot that you'd be in a hurry to lower the dinghy and charge through the surf for a hike ashore. If there's an under-appreciated cruising destination to the north, it's Tomales Bay. Not everyone goes for this kind of cruising, but some people really love it. Like Drake's Bay, it's less than 30 miles north of the Gate, and the return trip home is almost always downwind.

To the south of San Francisco, there are destinations such as Half Moon Bay, Santa Cruz, Elkhorn Slough, Monterey and Carmel's Stillwater Cove. Half Moon Bay is fine, but nobody is going to mistake it for Dacha along Turkey's Turquoise Coast, Gorda Sound in the British Virgins, or even Catalina. Santa Cruz, Monterey and Stillwater Cove are all great destinations — although the latter two are often chilly. Visiting any of the three means you'll face a good possibility of having to beat 75 to 100 miles north against strong winds and big seas.

South of Stillwater Cove, there's nothing really until San Simeon, which won't be mistaken for Tenacatita Bay anytime soon, Morro Bay and Port San Luis. While all these are nice enough, none has the good weather or enough interest to attract Northern California sailors to make the trip for fun. Everything changes for the better as soon as you round Point Conception, as the weather patterns are much more conducive to relaxed sailing and there are more interesting destinations along the coast and offshore islands.

Off the top of our heads we can't think of a cruising guide to the coast of Northern California. If there were one, it would be about as thin as the skier's guide to Southern California.

...the most sweeping manual on heavy-weather sailing I know. The illustrations showing how boats behave in big seas are worth the price of the book alone.' John Rousmaniere, author,The Annapolis Book of Seamanship and Fastnet, Farce 10.

"At 15:30 local time a screaming gust hit us; the windspeed shot up to 79 knots and our boat rocketed off 90 degrees to the wind. At the same time a wall of water slammed into her and rolled us over. My husband and I were thrown on our sides. We never knew the full strength of the gust, as we were both hanging onto our lifelines and any other bit of gear we had managed to grab. The angle we reached was difficult to determine, but as we were hanging vertically across the deck, the masts must have been close to parallel with the sea."

"Slowly the boat righted herself and water began to rush out of the cockpit. My husband moved to take control of the helm and I felt the staysail sheet. It was slack! The sail had given out...'

Now what? What must you do to survive is a question most sailors have asked themselves - few actually know the answer. With over 200,000 miles of offshore experience, these questions are nothing new to Steve and Linda Dashew. For more than two decades they have studied heavy weather, interviewing professional and amateur sailors, as well as meteorologists around the world, with a particular emphasis on survival tactics.

Their seventh book, Surviving the Storm -Coastal & Offshore Tactics is filled with the most spectacular collection of heavy weather photographs ever assembled in one place. 560 photos and illustrations will help you to understand the right and wrong way to deal with breaking seas, heaving to, working your way to windward, running before the storm and the use of drogues or parachute anchors.

The techniques and details of what works and what doesn't is backed up with 70 in depth interviews. Not just salty tales - you'll feel the emotion and distress caused when your life, family, and vessel are on the line.

These stories are enhanced with detailed illustrations explaining the why and how of what happened, both right and wrong, and what you can do to avoid the same situation.

Plus you'll learn the heavy weather secrets of 33 professionals. Take advantage of lessons from sailors who have survived some of the worst weather imaginable, and learn the common mistakes which cost people their lives. These lessons apply in coastal as well as offshore sailing.

The emphasis throughout this book is on survival storms. The Dashews take this approach knowing that if you are prepared for the worst, normal gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

Surviving the Storm is filled with knowledge never before available in a book. You will learn what questions to ask before buying your boat, how to evaluate a yacht for heavy weather capability, where to place your budget priorities for maximum safety, how to choose the correct storm sails optimized for your needs, and how to get yourself and crew ready. Handling your boat in breaking seas is covered in exhaustive detail.

A new perspective

Perhaps the most valuable lessons in Surviving the Storm come at the end, when the Dashews recap common problems that occur over and over again, around the world - problems which lead to unnecessary injury and abandonment of vessels. The vast majority of these situations occur due to lack of knowledge on the part of the skipper and crew, and need not have happened. Surviving the Storm teaches you how to avoid these mistakes.

Surviving the Storm will change your definition of heavy weather. All of your cruising, even the majority which takes place in pleasant weather, will benefit. Passages will be faster and more relaxed. You and your crew will feel more comfortable with the elements. To a substantial degree, those nagging "what if?" doubts will be erased.

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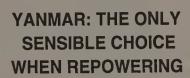
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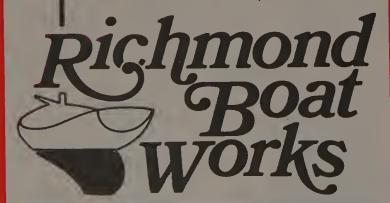
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LETTERS

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While home in the Bay Area last summer, we were lucky to catch the letter in *Latitude* from a cruiser in Mexico who was using a Sharp TM20 Email Organizer with a built-in acoustic coupler for his email needs. Since you become somewhat out of touch when cruising, we think others might not be aware of this small but wonderful gadget.

Since our return to Mazatlan, we've been using the TM20 for all our email needs, and think it's the answer for keeping in touch when you don't want to have a computer onboard. After you compose your messages, you dial the Pocketmail access number, then hold the unit to the phone. Your messages are then automatically sent and new ones received. A series of beeps and a voice tells you that your transmission was successful.

When in the U.S., there is a toll free access number. If you go to Pocketmail's web page (www.pocketmail), you may find rebates that apply against the monthly fee of \$9.95. You get the first month free and if you sign up for a year of service they deduct a month.

We purchased our TM20 at Staples for \$119, but noted they are also readily available at other office supply stores. We've been using a prepaid Latadel phone card just to get an idea of the cost per use, and it works out to be about \$2 for . . . well, a six page letter, three emails of several paragraphs each, and two outgoing messages. I guess you can tell we are sold on this. If anyone is interested, they can check the TM20 out on the web at the Sharp and Pocketmail sites.

By the way, we got to see *Profligate* at the beeeeautiful Isla Navidad Marina last year, and even though the crew was busy,

it was nice to get a close up look.

Keri Hendricks Ramblin' Mazatlan, Mexico

Keri — We're glad you're pleased with the TM20 — although it has to be noted that Sharp says the TM20 does not work with digital cellular.

While we all need our privacy from time to time, we've given hundreds of tours of Profligate and hope to give many more.

↑ # AFRICANIZED BEES

Must to my surprise, I recently picked up a copy of *Latitude* in the Loreto (Baja) Airport! In that October '99 issue there was a letter about 'tiny stowaways' — meaning swarming bees. The letter reported that swarming bees are docile and harmless. This is partially true.

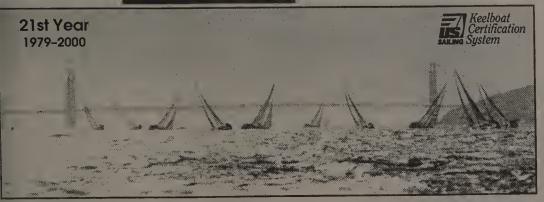
As I — or any other beekeeper — can tell you, if the bees are into their third or more day of swarming, they are more likely to be pissed. The reason is that they have not eaten or spent a night in a clean bed in three days. And they've been on watch the whole time. Think of how pissed you'd bel So they may not stay docile much longer. And if you find yourselves in an area which has the Africanized bees, they are going to be even more pissed and persistent after three days. So exercise some caution with these little but not always docile ladies.

It was great to get *Latitude* down here. I no longer sail, but still dream of it. After nine years on the Bay, now I'm down here in an Airstream. It's just not the same.

Bob Noyes Airstream Excella, *But 'n Be*n Mulegé, Mexico

Bob — Thanks for the informed opinion. This is off the subject, but did you ever see the French film May Fools by Louis Malle? It starts and ends with an old beekeeper who is calmly walking around despite the fact that his entire head is caked

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LETTERS

with bees. Everything in between these scenes is excellent, too.

↑ HOW TO PROCEED?

I'm an intermediate sailor living and working in Oakland. Most of my sailing has been in the Bay and on a few coastal cruises. The idea of taking time off from work to travel as crew on a sailboat has always intrigued me. I'm now in the process of getting to know a couple with a boat who are heading out on an extended journey in the fall. I met them on a crew website.

What advice can you offer regarding how I should proceed? I want to go badly, but I want to protect myself as well. Do you advise the more traditional method of scouring the docks in port towns looking for rides over meeting people on the web?

Benjamin Pink Oakland

Benjamin — Only beginners and fools make long term crew commitments with the owners of boats they have never met before. Reason one: A very large percentage of people who say they are going cruising in the fall don't. For example, about 25% of the boats that sign up for the Ha-Ha never show. Reason two: There's a decent chance that you and this couple might be incompatible. We wouldn't get the least bit serious about crewing with anyone until we met them in person — and we'd still reserve judgement about compatibility issues until you sailed with them on a couple of overnights.

If you want to meet people face to face, Latitude's Crew List Party at the Corinthian YC on April 6 is a great place to start. The author of the next letter can vouch for that. The Mexico Crew List/Ha-Ha Reunion/Kick-Off Party in the fall at the Encinal YC in Alameda is another good one. In fact, if we may say so, the Ha-Ha is a excellent place for boatowners and crews to get their feet wet. For one thing, nobody is ever more than three days from being able to get some space off the boat. And when they do, they have about 450 others to have fun or commiserate with. Secondly, it's not that long a trip. Finally, if the owners and crew absolutely positively can't stand each other, usually a spot can be found on one of the other 125 or so boats.

But the best advice we can give you is to limit all arrangements to a leg by leg basis. In other words, hope for the best, but assume that the gig will be up at the end of each leg and you'll have to join another boat. And don't worry, once you've gotten into the loop, you'll have plenty of crewing opportunities — assuming you're reasonably helpful, clean and can get along with others.

↑ THE WONDERS OF WOMEN

I really should be doing homework now, but I made the mistake of picking up the February issue. It was your 1993 — that's not a typo — Crew List that resulted in my first crew position for an ocean passage. It was aboard a Corbin 39 from San Francisco to Costa Rica. One thing leads to another when you're doing ocean passages, so soon I was crewing aboard a Peterson 44 from the Bahamas to Bermuda to the Azores to Portugal. The Peterson owner's daughter was nice enough to bring my bicycle to Lisbon, and from there I rode as far as Luxor, Egypt. While in Rames III's tomb in the Valley of the Kings, I ran into a fellow Latitude Crew List draftee from the Bay Area who was seeing the sights while his boat was awaiting transit through the Suez Canal!

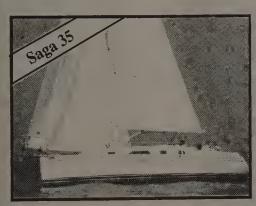
I've spent most of the past four years drydocked in school, but should be graduating this spring with a degree in French, a minor in linguistics and a certificate for teaching English as a second language. I am one of the very few males in these programs, and have been the only male in a number of my classes.

Discover at Sail Expo

Discover the Saga 43

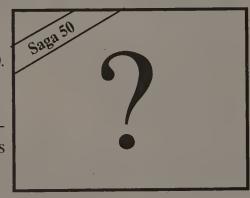
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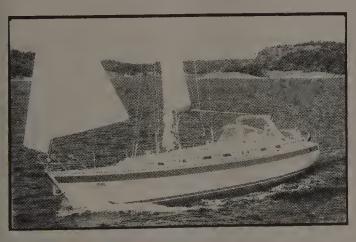




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Discover the new Saga 50. After reviewing the new Saga 58 plans with our customers we are back to the drawing board. Watch for the new Saga 50.

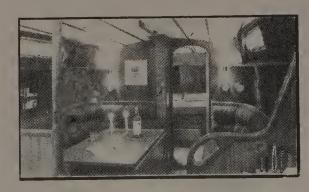




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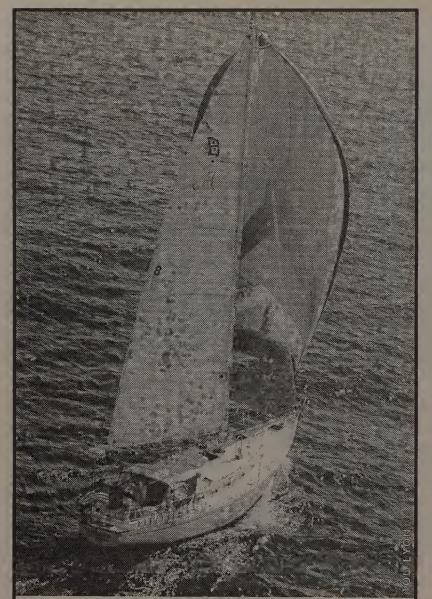


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LETTERS

Most of my professors have been wonderful women, all feminists, bien sur, some gently and others fiercely.

I've studied American Women's History also. My eyes have been opened ever wider to the wonders of women and words as a result of this deepened exploration. When I got to the February Sightings I was, like blown away all over again! Beautiful tits and brand new cruising Crew List forms — just in time for graduation! I'm, like, wow! Muchas gracias otra vez.

But I swear you guys can screw up a wet dream! In my last letter you printed 'paean' instead of 'aeon'. Aside from that, I'm honored.

Jesse Goodman Healdsburg

Jesse — "Beautiful tits"? We can spot a male graduate of American Women's History classes from a mile away. As for mistaking 'paean' for 'aeon', we're blaming our character recognition software.

↑ #REFLECTIONS ON CRUISING BOATS

As a yacht broker who had to sell many boats to customers for all the wrong reasons, I'd like to offer some reflections on cruising boats. When it comes to folks looking for a cruising boat, their first consideration should be buying the right boat for the journey ahead. Unfortunately, this often isn't the case, as people are often seduced by the boats with nice interiors or romantic profiles. But this was/is the 'catch 22' for brokers with integrity. Naturally we want to make the sale, but how far do we go injecting our personal opinions into the suitability of a boat for her eventual use?

I can't tell you how many yachts I've seen out cruising that should have never left the dock. Perhaps I'm biased, but safety at sea is nothing to be compromised, and the importance of a seaworthy vessel is something that can't be overemphasized. But I have been completely amazed that some potential cruisers have no understanding or appreciation of a marine survey— or of complying with a survey's recommendations.

As an example, I met a couple in San Carlos, Mexico, who had purchased a large 50-foot ketch. They loved her because she has such spacious quarters — staterooms, heads, showers and everything necessary to be an apartment on the water. But this vessel couldn't even turn into the wind under her own engine, as she had so much freeboard and other windage. The owner asked me to take a look at his boat and give an honest opinion. What I saw was a disaster! The chainplates were rusted so badly that they parted when the boat was moved to dry storage! By the way, the chainplates had been hidden behind cupboards and were almost impossible to inspect. Other stainless steel fittings were corroded beyond repair, and their was evidence of delamination in some of the bulkheads. And this is a vessel that had made the Baja Ha-Ha. I'm amazed that she hadn't lost her masts. And the owner told me that he'd had the boat surveyed! All I can say is, 'buyer beware'.

I'm also constantly amazed at the naivete of many cruisers in regard to a basic understanding of such things as pumps, DC power, heads, engine maintenance, navigation, rules of the road, tools, spare parts, radio communications and so forth. I'm firmly convinced that everybody who ventures offshore should attend some sort of seminar, lecture, or obligatory school where they are instructed in all the perils — and solutions — to cruising crises. Maybe I'm the cruising curmudgeon, but I've been out here since I was a kid with my dad — which is long enough to know what's right and what's wrong.

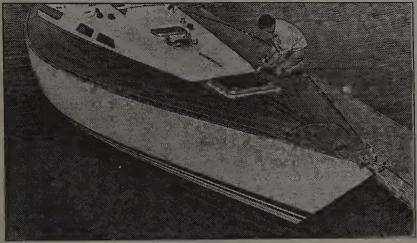
Furthermore, I particularly take offense with the improper use of the VHF and SSB/Ham radios. It should be mandatory



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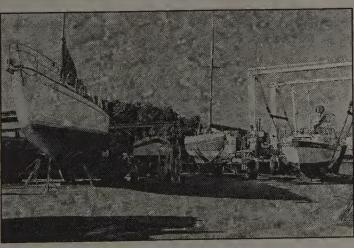
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LETTERS

for every mariner to study up on the proper use of radios, hailing procedures, and etiquette. I'm particularly pissed at mariners who don't know which running lights to display while underway: I've seen masthead tri-colors, running lights, strobes, and anchor lights all displayed at once! "Yeah, well, just turn 'em all on . . > guess that ought to do it!" This is extremely dangerous to navigation on any sea.

Flag etiquette is yet another pet peeve. Sailors should read *Chapmans* to learn about the proper display of one's national flag, courtesy flag, guest flag, yacht club flag and personal burgee. I once made an announcement on the net in Puerto Vallarta — quoting *Chapmans* — about how many American yachts were displaying the U.S. flag from their spreaders! Apparently most were listening, as within the hour most had been struck. This reflected not only the ignorance of the skippers, but was an insult to the proper display of our colors.

Having said all this negative stuff, I also have to say that in general, the cruising community is the finest, most cooperative and giving group of people on the planet! We are all out here to fulfill our hopes, dreams and aspirations. By giving of ourselves to each other, we strengthen that bond.

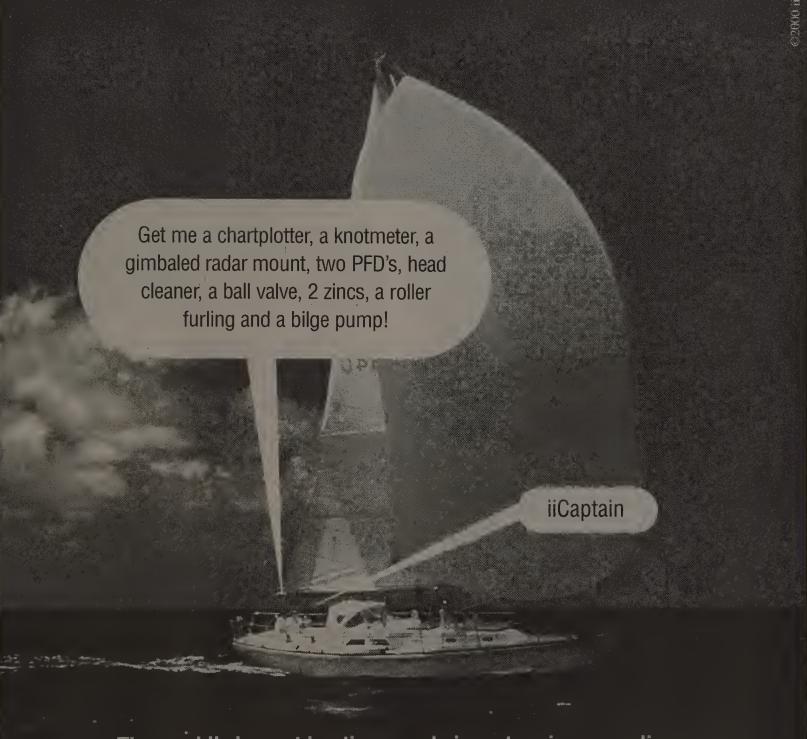
I'm going to close with a short tale from Mexico. While visiting Vera Cruz, I stood on the very spot where Hernan Cortez had landed to begin his conquest of Mexico. A local man approached me asking if I would like to see something very unusual. We walked to his home, where he directed my attention to his small bedroom. He pushed aside the bed, rolled up a carpet, and removed several planks from the floor. Lying beneath on a dirt surface was a coffin. "Do you know who is in this coffin, señor?" he asked. I admitted that I did not. "In this coffin, señor, lies the body of Hernan Cortez, the conqueror of Mexico." He then asked me if I'd like to have my picture taken with the coffin, something he would permit for just \$500 U.S.

"That's pretty expensive for me," I responded. "Yes, that is a lot of money," he agreed. "But wait a minute, as I have something else here you might find interesting." And he pulled out a small coffin for my inspection. "I would allow you to film this body for only \$100!" he said. "Who is in there?" I asked. "This, senor," he said gravely, "is the body of Hernan Cortez when he was just a little boy!"

Chris Borden Hawaii

Chris — Having sold boats more than a quarter of a century ago, we're aware of some of the agonies involved with trying to do what's right — and still sell a boat from time to time. The problem is that determining the 'right' boat for the job is not an exact science. After all, we doubt that you or we would recommend a Cal 25 or Columbia 24 as a boat for families to sail around the world — yet families have done circumnavigations with both these humble designs. On the one hand you don't want to tell somebody they're not capable of something, on the other hand, you don't want to be sending them to their death. Then there's the whole class of cruisers who think they are going to sail around the world, but you absolutely know they'll never sail outside the Gate.

Complicating a broker's life further is the fact that the skill of the skipper is more important than the quality of the boat. Sell some folks the finest built and equipped boat in the world, and they'll still be a menace to themselves and all others — even in the tranquil confines of the Oakland Estuary. On the other hand, when you're out in Bongo-Bongo, you always encounter folks who've been making long cruising passages for years in the most humble — and often terribly designed and built — boats. The moral dilemmas involved with selling boats were frankly more than we could handle.



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LETTERS

When you mentioned the 50-foot ketch that had such high freeboard that she couldn't even tack with the engine on, we once again were reminded of the importance of sailing skills. We're certain you're referring to a design that was frequently—and usually erroneously—referred to as a 'Garden 51'. While most of those boats—which were marketed under many different names—generally featured atrocious metal work, we don't think the design itself is the disaster you claim. Because of their heavy displacement, limited sail area and ketch rig, they're never going to be rockets upwind or downwind. Nonetheless, we know sailors who owned these boats and kept their bottoms clean, had nice sails, and knew how to trim them. As a result, they could sail the boats pretty well. Indeed, elsewhere in this issue, you'll read about a couple about to finish a happy eight-year circumnavigation in a slightly smaller—but similar—design.

What we think we've learned in the last 25 years is that after giving folks some basic guidelines, you have to let them decide which design is best for them. If they decide that a spacious and comfortable interior is more important than being able to tack easily in winds under five knots, who are we to tell them they're wrong?

↑UCREW OVERBOARD BAG

A reader wrote asking about where to find bean bag chairs for his boat. Before I went cruising a few years ago, I bought mine at Toys-R-Us. In addition to providing a very comfortable place to sit, the bean bag chairs are a valuable safety device if somebody goes overboard. For not only are they relatively easy to see from the deck of a boat, but they provide the person in the water with something to hang onto.

Stuart Kiehl Santa Rosa

Stuart — Using a bean bag for a rescue device sounds a little nutty and we're sure it's not Coast Guard approved — but we like it.

***** THE SERIES DROGUE**

I was a little surprised to see the letters on the Parasail drogue. The state-of-the-art drogue — which solves many of the problems your correspondents discuss — is the series drogue that was developed by Donald Jordan at the Coast Guard Research and Development Center about 12 years ago. It was subsequently tested at model scale and full scale at the National Motor Lifeboat School, and has been used in heavy weather by a number of yachtsmen. The design is in the public domain, and though there are commercial sources for them, they aren't hard to make at home.

One of the two reports done on the device is at http://www.sailrite.com/drogue_report.htm. Other information including accounts from users is at http://www.acesails.com.

Chris Barry Naval Architect

↑USHOULD BE STANDARD CONSTRUCTION

One of my volunteer jobs is to provide free safety checks for boaters who want to know if their boats are equipped to meet federal and state boating requirements. Through this program, I have had the opportunity to view the bilges of a wide variety of power and sailing vessels. Most of the newer ones are very clean. But as boats age, I find the stains of engine oil, transmission fluid, antifreeze and the smells of diesel, hydraulic fluid and gasoline.

When oil spills occur in the bilge, most boaters wipe up whatever they can and dispose of the rag. A residue remains and may be left in the bilge. The owner may disable the automatic



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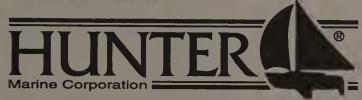
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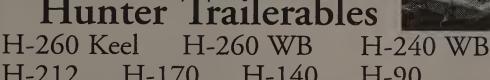
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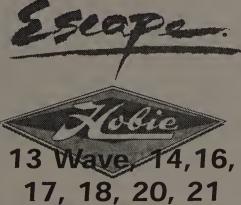
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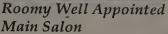


50'
39'7"
13'6"
32,340 lbs.
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12,000 lbs.
6.6'
5.0'
1,031 sg. ft.
264 U.S. gals.
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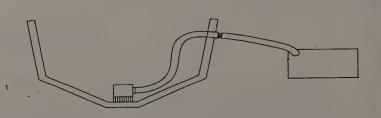


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LETTERS

bilge pump, add additional water and a bilge cleaner, then run the boat to slosh the water and cleaner throughout the bilge area and then allow it to be pumped. This results in a clean bilge and a polluted waterway.

The standard through-hull fitting on my system provides a straight pipe-like discharge to the outside of the boat. If that fitting had internal threads which could accommodate a short section of male-threaded garden hose, the polluted discharge of oil, fuel etc. could be easily collected for environmental treat-



Should this be standard construction on all new boats or is... ment.

I have written to 112 boat manufacturers and described the benefits of this idea and have provided drawings similar to those enclosed. The limited response is that they are satisfied with the existing fittings and would not want to increase their costs of production. The response from through-hull fitting manufacturers is that they don't want to manufacture the product



... this just an old technology solution to a problem that doesn't exist?
unless there is a market for it.

I would like to help prevent the pollution of our waterways by this simple adaptation which should be standard construction on new boats and as a replacement for those who are environmentally concerned. This patented invention provides benefits to all by protecting water quality. The technology is here. It should be utilized.

Glenn S. Smith South Lake Tahoe

Glenn — With all due respect for your concern for the environment, we think you've created a solution for a problem that doesn't exist. When we find oil or anti-freeze stains in the bilge, we clean it up with a non-toxic cleaner such as Simple Green and a rag. If it's done even half-assed, why would there be any residue?

On occasions when we've found a significant amount of dirty bilge water, we just use a hand bilge pump to get most of the dirty water into a bucket for proper disposal. Then we get out a rag and the Simple Green for a final clean-up as above. Why make a bigger production of it than that? Above all, why put another hole in the hull?

It's true that an irresponsible mariner with a dirty bilge could simply pour some soapy water in the bilge, slosh it around, then pump it overboard. But they could do exactly the same thing with your system, too.

↑UIN SUPPORT OF BOOBS

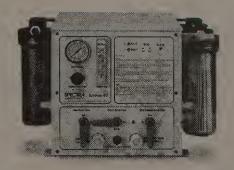
To all those in the 'bothered by boobs' group, how boring can you get and how stupid do you want to look? Yes, men are well-known for having a soft spot for female form. But so what, because it's a good thing. So readers who don't like it should get over it in one of the following ways:

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LETTERS

2) Have your husband scan the mag. After he's seen enough of the uncovered women, he can cover them up and give the magazine to you.

3) Start a 'Women Against Uncovered Women' group and see

if you think that's a good use of time.

4) Tell your husband to complain to Latitude.

Personally, there are a couple of reasons why I don't like near-nudes, but I believe in choice. Not just choice for me, but for everyone. I hate regulations, petty rules and the picky society that we've created. We all must be responsible for our actions, choices and lifestyles as individuals, but we're not responsible for those of others.

Near the end of every month, I start anticipating the arrival of the new issue of *Latitude*. When it comes out, I race down to Star Marine to pick up two copies, because I'm not happy until I get mine, too. And I read everything — booby issues and all. After all, I'm a big girl. Let's put our efforts back into restoring the sense of freedom that's been taken away from us!

P.S. Please remind everyone to send the times, dates and locations of the upcoming marine swap meets. We still need lots of stuff and have lots of other stuff to sell — and I want to do it early in order to get ready for a great cruising season. We've already done A and B.

Jewell Austin Plan Sea, Pilothouse 40 sloop

Jewell — By 'A' and 'B', we presume you mean Alaska and Baja. So what's up for Plan Sea?

↑UBOAT TAXES

My husband read an article in *Latitude* about how to buy a boat and take it out of the country for 90 days to save on taxes. But I've thrown out the magazine. Is it possible to get a copy of the issue or article?

Irene Zimmer Cyberspace

Irene — The topic you're referring to is offshore deliveries. We' discussed it at length in a response to a March issue Letter. The most efficient way for you to get it is by visiting our website at www.latitude 38.com.

↑ CALL TO SAY WE'RE DOING ALL RIGHT

Forgive me if this is a little sketchy, as I'm terrible with names and didn't take many notes. Nonetheless, I think your readers will find it interesting.

Yesterday I got a phone call from the Coast Guard in Alameda. They had been called by a relative of Gary and Cheryl of *White Dove*, who are cruising in the South Pacific. The relative hadn't heard from the couple in months, and had become concerned. The relative did, however, know about my www.bitwrangler.com/yotreps/website — which is why the Coast Guard called me.

I explained that my vessel tracking page was mostly oneway: I get daily reports from the network controllers and post them on my site along with a small chart. I do, however, keep an archive of all past reports, and with a few keystrokes was able to determine that *White Dove* had arrived in Opua, New Zealand on November 13. When I dug a little deeper into the archives, I discovered that *White Dove* had actually lost their rudder about four days before arriving in Opua. If boat repairs in New Zealand take anywhere near as long as they do here, their new rudder may be just about finished.

I was glad to help out as much as I could. But it's a pretty good example of how easy it is for long-distance cruisers to lose touch with friends and family back home. That's at least one reason to invest in HF radio email or some other method of



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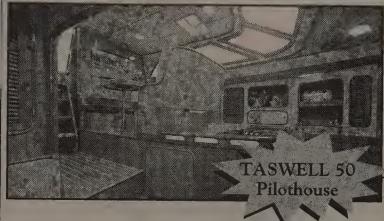
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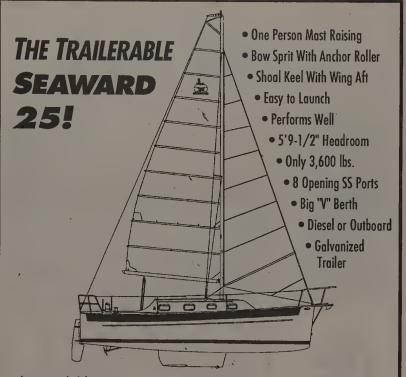


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LETTERS

periodically letting family and friends know, "We're fine, really, stop worrying."

Ken Mayer Wishful Thinking Alameda

Ken — It's a little embarrassing, but twice this winter we got repeated emails from worried children wondering what happened to their parents. The nature of the complaints were: "Two months ago they flew back to their boat in Mexico and we haven't hear d from them since!"

It's possible, of course, that the parents are having so much fun cruising that they forgot they even had children. However, it's more likely that the parents were merely enjoying a little good-natured payback for kids who neglected to call after midnight when they were in high school and/or who disappeared in Europe for months during college vacations. As satisfying as this might be, parents shouldn't overdo it.

↑UVENEZUELAN, NOT FRENCH

First of all, I would like to congratulate you on the content of *Latitude*. It's very good.

However, when reading the article about Baja Ha-Ha VI back in the December issue, I noticed that the photo of the dinghy on page 135 was incorrectly identified as a "Zod" — which I presume stands for Zodiac. I would like to correct you. The dinghy was an AB Inflatables RIB — probably the 3.20 V



Cheap thrills - Baja style.

or VS model built in Venezuela by Artigiana Battelli. I hope you can clarify this for your readers.

Alexandra Heyer Managing Director of Marketing for AB Inflatables

Alexandra — You're correct, we misidentified the dinghy brand. By the way, we had an AB dinghy for our boat in the Caribbean for several years. It gave us excellent service.

↑↓ELECTRIC INBOARD

In the last issue of *Latitude* there were several letters from boatowners interested in electrical propulsion for their boats. It's been some time, so you might have forgotten, but you once did a story on my electrically powered boat.

My Rawson 30 is driven by a 36-volt inboard propulsion system. Prior to installing the system, I removed about 700 pounds of ballast and a 400-pound engine. Then I installed about 1,500 pounds of batteries and a 250-watt solar array to help feed the batteries.

Lately, my creative powers for the boat have been applied to finishing my remote control mast-mounted video camera platform stabilized with a gimbaled gyro. I want to use it for observing sailboat racing and looking over the new right field fence at the new Pac Bell baseball stadium in San Francisco.

Steve Cooper Alameda

Steve — We take it that you continue to be pleased with the system. But just to remind everyone, what kind of speeds can you get in calm and then choppy waters, and how long does a charge last?



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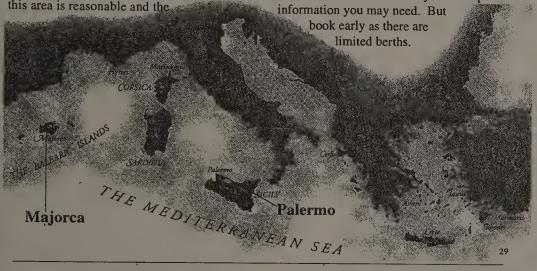
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April 2000

Spain, France, Italy

for this upcoming trip because of its reputation for wonderful sailing conditions. The history surrounding the various islands we will visit is as varied as anywhere in the world. Airfare to this area is reasonable and the

opportunity for arranging side trips before or after the sailing legs is phenomenal. On both of these We chose the western end of the Mediterranean legs you'll revel in the aromas of European cuisine and the spiced scents of Northern Africa as you sail these mysterious Meditterannean islands earning ASA certification. Feel free to call Jack at the office for any follow up



South Pacific: Tahiti to the Tuomotus

Tuomotus to Bora Bora and Raiatea May 14 to May 26 (ACC & OPM) Certifications earned on this leg are Advanced Coastal Cruising & Offshore Passagemaking. During this leg from the Tuomotus you'll be exploring these remote atolls for a few days and then reaching back to Bora Bora and the surrounding islands for more tropical ports of call and the final leg of the trip to Raiatea. \$ 2250

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Moorea to the Tuomotus and Back!

May 28 to June 9 (ACC & OPM) Our Gib Sea 522 will be departing from Moorea and the French Society Islands before we make the turn and head to sea for 3 to 4 days of open ocean sailing. After sailing through the atolls of the Tuomotus, we'll be anchoring in seldom visited port of Rangiroa. We'll explore the Tuomo-

tus and make an awesome

reach back to the French Society Islands. This is a unique opportunity to do a round trip ocean passage and earn the coveted OPM certification. Both of these courses are taught by our Head Instructor John Connolly. \$2400

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Palermo To Majorca

Westbound Leg # 2: Oct. 15 to Oct. 27 This leg is designed to students (ACC) & Offshore Passagemaking (OPM) while sailing from Palermo in Sicily to Sardinia and the islands of Spain.

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LETTERS

↑ LIFTING WING KEELS

New Zealand's big black winged boat did as expected, beating *Prada* in every race by a margin of one to two minutes. Just possibly, the New Zealand boat really was faster.

Latitude's recent article on the America's Cup surprised me, as you seemed to entirely ignore the importance of lifting wing keels. You seemed to ascribe the difference to superior crew performance or whatever. I don't think so, as a faster boat is a faster boat — even with good crew.

Anyway, thanks for publishing my letter about America's Cup keels in your fine magazine last month. The larger and much more technical article is now going to appear in the journal of the Amateur Yacht Research Society (AYRS) of London, which has pioneered sailboards, hydrofoils, kitesails, etc. for the past 40 years. In addition, I'm still going to pursue my ideas on a

small test bed in San Diego and see what we can make happen.

R.W. Bussard San Diego / London

*R.W. — The race we would have loved to see would have been the Kiwis aboard Prada and the Italians aboard the Kiwi boat. We'd have bet heavily on the Kiwis aboard Prada. We're not experts, but when the boat speed is this close, we think crew work and tactics becomes everything. Which, in our opinion, is how it should be.

↑ JUAN SEBASTIAN

In 1519, Ferdinand Magellan took command of five ships for a westabout trip to the Spice Islands — now called the Mollucas. He did this because the Pope had divided the world into two: East for Portugal and West for Spain. Magellan had convinced King Charles of Spain that if he sailed west to the Spice Islands, the Spanish could exploit the riches of Asia without disobeying the papal edict.

Magellan is generally credited with being the first circumnavigator — but he never made it. While trying to extort supplies from a village in the Philippines — they had offered him two out of three of his demands, but were willing to fight to keep the difference — he was killed by the enraged inhabitants. For comparison, imagine that a well-armed stranger came to your town, demanded that everyone convert to his religion and resupply his vessel. Anyway, the one remaining ship, the *Victoria*, returned to Spain in 1522 under the command of Sebastian de Elcano. He was not alone, though, as he had a diseased and scurvy-ridden crew.

I've never heard of Amyr Klink. But I would be interested to know the dates and route of his voyage, for the 19th century had its share of adventurers, too. Then there was Howard Blackburn, who became separated from his schooner on the Grand Banks during a blizzard. He gave his mittens to his dorymate who had lost his. Then he deliberately froze his hands to the oars, which allowed him to row to the mainland. Alas, his dorymate died. But Blackburn didn't rest until he had roused the locals and had them recover the dory and his dorymate's body for a proper burial. Blackburn lost fingers from both hands.

Later, Blackburn built a boat he called the *Centennial Republic*, which he sailed across the Atlantic singlehanded. There is also an account of a woman who came ashore alone from a lugger in the west of England in the mid-19th century. She claimed to have come from America. I don't know her name. Suffice to say, there have been many people whose names are lost to history who have accomplished great things by land and sea.

Glenn Woodbury Feather Alameda

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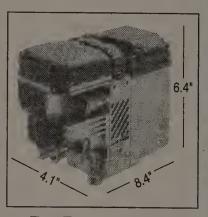
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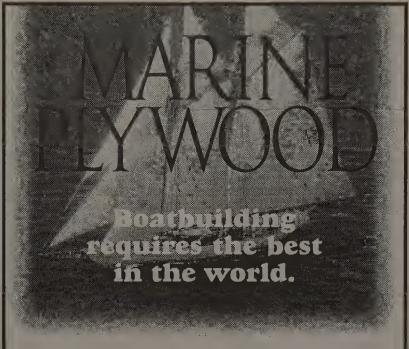
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LETTERS

\$\| SAME NAME, DIFFERENT GUY

It seems that I laid a golden egg. When I wrote to you about the website for Columbia Yachts, I mentioned that it says that Howard Hughes bought the assets of the company from the Whittaker Corporation. As you suggested, it was Howard Hughes of Canada — not the Howard Hughes of the *Spruce Goose*, Nevada Desert, and long fingernail fame. Eric White — who maintains the website — asked that I correct things so it doesn't make him look like a goose ass.

Jim Mountford Alameda

↑ I HOPE YOU NEVER HAVE A CLAIM WITH LA REUNION

I can't recommend La Reunion, the company that insured my boat, highly enough. In fact, I can't recommend them at all. Latitude readers may recall that Moonshadow, my Deerfoot 62, was damaged in an accidental grounding in the Tuamotus in April of '88. The boat was towed to Papeete and then shipped to New Zealand for repairs. When the repairs were completed, I paid for them — there were lots of zeros and commas — out of my own pocket.

I submitted all the invoices to the claims adjuster at the end of May of 1999. Yet it wasn't until last week — nearly nine months later — that I received the 'adjusted' reimbursement. I don't even want to think about what I lost in interest and opportunity costs. The insurance company dragged their feet, made excuses, ignored requests, etc. until I finally lost my usually-endless patience and referred the matter to an attorney.

Not so amazingly, the attorney managed to get things to happen. But without the professional and forceful efforts of Michael Brown of the law firm of Brown & Sullivan in Alameda, I'm sure I would still be waiting, sending emails, waiting, making phone calls, waiting, biting my nails, and waiting for the money to come. Even boat maintenance was more fun than dealing with La Reunion.

I didn't get my help from my broker, either. Mike Barnettt firmly told me there was nothing that he could do as it was between the claims adjuster and La Reunion. It left my wondering what the hell a broker is for.

Based on my experience, a customer of La Reunion is one who pays premiums on time and gets a policy with a lot of fine print and escape clauses. As a customer, you are treated all right. But once you make a claim, God help you, because you are now the enemy. You will be ignored, made to wait, negotiated down on a settlement "to speed up the payment process", asked for mountains of documentation, insulted because you made a mistake, ridiculed because you are "enjoying life", and in the end, asked to release your rights to sue them — without them giving up their rights to sue you and any 'third parties' — such as your crew.

I'm not the only one who has had trouble with La Reunion. Blue J was dismasted in the South Pacific in 1998. While commiserating one evening, the owner Jeff told me that after six months he still hadn't been fully compensated for his out-of-pocket repair costs. Another La Reunion boat, Woodstock, was tragically lost last November on a reef in Tonga. In a phone conversation just a few weeks ago, Pepper, the owner, told me that she still hadn't collected a dime. I encourage these people—and anyone else who has made a claim with La Reunion—to share the details of their experiences for the benefit of everyone out there considering buying cruising insurance. This is the only way we can fight back and stop getting ripped off by insurance companies.

If you are presently insured by La Reunion, I sincerely hope that you never have a claim, so you can continue to be a happy 'customer'. On the other hand, if you are out there cruising in



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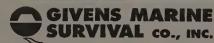






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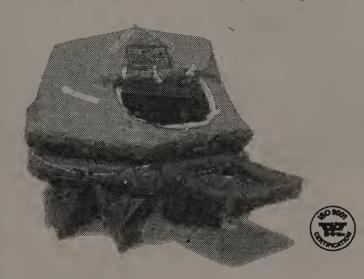
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LETTERS

the real world, with all the associated risks, you may wish to look at some alternative insurance companies.

George Backhus Moonshadow Auckland, New Zealand

Readers — Our purpose of running this letter is not to vilify any one or any company, but rather to prepare cruisers for the kind of experience they may encounter if they have to file a claim far from home. One thing is certain, an ounce of prevention is worth 10 tons of cure when it comes to boat claims in distant parts of the world.

George Backhus advised us that he eventually received about 75% of the amount he claimed. In the end, he wasn't so angry about the sum he received, but rather how he was treated in the interim and how long it took before he was reimbursed.

Mike Barnett tells us that La Reunion was sold to a larger London-based company in the interim. He said that once the claim was filed, he had no further role, as it was between the claims adjuster and the company. Barnett says Backhus' claim was complicated by the fact that Backhus insisted that the repair work be done in New Zealand rather than Tahiti. While that's true, it was also true that there isn't a yard in Tahiti capable of doing the kind of work that Moonshadow deserved.

If anybody is confused about why it's so difficult to find reasonably priced offshore cruising insurance from top-flight companies, here are a few clues:

1) Too many claims.

2) Reputable brokers and underwriters often have to compete with quick-buck brokers and companies that grab the premiums and go bankrupt after a few claims. If the underwriters are based outside the of United States, they're pretty much immune from U.S. consumer protection laws and U.S. courts.

3) Consumer fraud. As documented in a recent article and on other occasions, it's relatively easy to scuttle a boat and get away with it. And it takes a lot of premiums to pay for a single large yacht that was scuttled.

While it's not exactly fraud, many boatowners believe that if they get one small scratch in their big 15-year-old hull, they are entitled to a very complete — and very expensive — paint job. If they don't get it, they often have lawyers willing to sue to get it. Either way, it's expensive for the underwriters.

4) Claim adjuster and boatyard fraud. Sometimes in the United States — and much more often outside of the country — there are two prices to repair boat damage: one if the boatowner is paying personally, another if the insurance company is paying. The latter can often be several times the former.

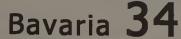
There are also instances of what might seem like semi-extortion by parts of the boat salvage and repair industry. Mike Barnett told us that one of the boats he insures ended up stuck on some rocks 250 yards from a marina and needed a tow. The boat had a \$600 tow policy, but it wasn't anywhere near enough. The tow boat insisted on \$100/foot - or \$4,000 - to tow the boat 250yards.

The bottom line is that we think all the reasonable people/ companies in the customer, broker, underwriter, claims adjuster. boatyard matrix tend to be victimized by the greedy people/companies in the same matrix. It probably also happens in other areas of the insurance industry, but we suspect not to the same

For everyone who thinks that all offshore cruising boat underwriters are complete crooks, here's a question: If it's so lucrative, how come most companies avoid the market like the plague? As it stands now, there are only a handful of companies willing to write such policies, and one of the most highly regarded -Pantanius — absolutely won't have anything to do with Ameri-









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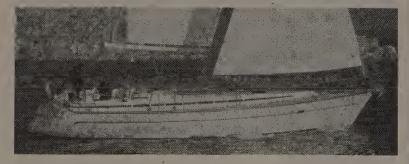
We came away impressed.

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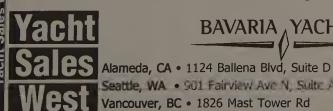
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LETTERS

can boats or owners.

↑UGIB'SEA

I'm interested in finding out a lot more about used Gib'Sea boats — particularly the larger models that had withdrawing keels. I think they may have been the 402, 414 and 422 models — but I'm not sure. I know the boats were manufactured by Gilbert Marina, S.A. — but I have no idea where in the world 'S.A.' is. They were popular charter boats in the Med in the '80s. Do you know of a North American dealer — or any other dealers — that specialize in used Gib'Seas? Or perhaps an owners club? I really want to know about the moving keel models.

Syd Hudspith Cyberspace

Syd — The Gib'Sea line of sailboats were built in Italy with an eye toward charter fleets. Although you might think 'S.A.' at the end of a company name would stand for South Africa, in the land of pasta and Chianti it's similar to 'corporation'.

Now answer a question for us: What's a "withdrawing" or "moving keel"? If you're referring to swing keels or daggerboards, we weren't aware that Gib'Seas were ever built with them.

Three years ago Gib'Sea was purchased by Dufour, the French boat manufacturer. The brand name was recently revived with the introduction of a 33-footer at the London Boat Show. But if you want a used Gib'Sea, you are probably going to have to fly to Greece, Turkey or Italy. Not many of them came west.

↑UPFRONT AND HONEST

My friend Jeff and I filled out and submitted forms to be part of the cruising crew list. But I'm wondering if by saying we are 'Jeff + Peter' that everyone will realize that we're a gay couple. In the spirit of being upfront and honest, I want to communicate the fact right off the bat, but there was no place to indicate it. Feel free to append our form as you see best, or else we'll just address this issue later.

P.S. Are we crazy to think there might be a skipper out there who would be interested in/willing to take on two really great sailors who happen to be gay?

Peter East Bay

Peter — We don't think everyone would necessarily assume that you were a gay couple just from the names. For example, we received another application from two males with the same last name. We assume they're brothers — but this is Northern California, so who can say for certain?

We've always encouraged crew list applicants to be as honest about their sailing experience as possible, as we think it's best that the truth be known from the beginning. Similarly, in the best interests of everyone, we agree with your suggestion that you be "upfront and honest" about your status as a couple. The exceptions, of course, would be in cases where gay individuals or couples prefer to keep their status or orientation in the closet to prevent even greater problems. Since the two of you were looking for a place to indicate your status as a couple, we're going to indicate that on our list.

Are you crazy to think that a gay couple might get a ride on a cruising boat? We don't think so. Some folks will immediately eliminate you from consideration because you're gay and they think it would make them uncomfortable on their own boat. But others would be fine with it. You should also realize that there are quite a few gay skippers and couples out cruising — and have been for a long time. As such, there may be some cases in which being a gay couple would be a big advantage.

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LOOSE LIPS

Sordid Team New Zealand scandal finally revealed. They whupped Italy's butt, they pranced around with the America's Cup like it was an old coffee maker, and despite a



Caught red-handed . . . uh, footed: TNZ's infamous red sock scandal.

public appeal by Bill Koch, they refuse to get in a pissing match about whether they mis-appropriated funds or not. In our minds, such antics point to one thing, and one thing only: Team New Zealand did not win the Cup fair and square.

And we now have definitive proof.

You know Peter Blake's red socks? The same lucky red socks that he wore aboard Black Magic during the 1995 series? Those who doubt their power may recall that the one race in which Blake (and his socks) were not aboard in '95, the black boat lost. You may also recall that as a fundraiser, Blake's Kiwi countrymen started buying red socks, the profits for which went to the sailing team. The campaign not only raised hundreds of thousands of dollars, but the country of New Zealand, which has more sheep than people, started running short of wool!

Anyway, the red socks were back for the recently completed America's Cup, even though Blake himself didn't sail on the boat anymore. After the series was over, our spies were able to smuggle back some of these official socks for testing and analysis by our lab. What we found will shock you, and may not be suitable for young children to hear.

First of all, the socks are not wool at all, New Zealand wool or otherwise. They are a blend of nylon, spandex and — cotton which as far as we know does not even grow in New Zealand Secondly, they are made in Korea! This clearly violates Deed of Protocol (Section 38.4/1) which requires that all design and construction must take place in the team's home country.

We hereby call on Team New Zealand to withdraw their scandal-ridden 'victory', and hand the Cup over to those who really deserve it. Since Prada did so poorly, and since we broke the story, we figure that should be us. We'll just hang onto the Auld Mug until the next Challenge comes around, then have sail-off among skippers in DeWitt dinghies to see where it's held The winner gets to pick the venue. Don't worry, the Cup will be perfectly safe here. We'll just tell everyone it's an old coffee maker

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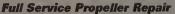
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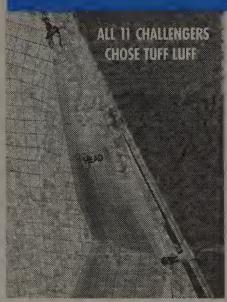
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LOOSE LIPS

About the size of it.

At 316 fun-filled pages, the April 2000 issue of *Latitude 38* is our largest ever. One (nonsailing) friend who hadn't seen the magazine in awhile commented, "It's like meeting an old friend you hadn't seen in years who's been working out and eating lots of red meat." How did we go from a cute, irreverent regional to a strapping heavyweight with readers far and wide? 'Readers' is the key word. Those who pick up and enjoy the magazine — and those who support us through advertising — are the two reasons we keep coming back for more every month. And for that we sincerely thank you all. As Jerry Garcia once sang, what a long, strange trip it's been — and will continue to be as long as you guys keep having as much fun reading the magazine as we do putting it together.

Loose Quiz.

If you double the size of a catamaran, how much — according to Chris White's *The Cruising Multihull* — do you increase its stability? Answer at the end of *Loose Lips*.

He won the race — and the commodore!

In the 1998 West Marine Pacific Cup Race (SF to Kaneohe Bay, Hawaii), Bob Henderson won Division C with his Farr 38 *Kurrewa*. He also won the heart of Pacific Cup Staff Commodore Julie La Plant. The two were married in January at the Kaneohe YC. Mr. and Mrs. Henderson are currently living in Hawaii and will return to the Bay Area sometime in 2001. Congratulations!

You learn something new every day.

When we got the idea to compare Jim Clark's new *Athena* (see *Sightings*) to the clipper ships of old, we started thumbing through the web and various reference books to get LOAs, LODs and so on. Turns out, many — many — ships had listed 'lengths' that varied by up to 70 feet depending on the source. What the...? To get at least one length correct, we emailed the *Cutty Sark* museum in Greenwhich, England, where the last of the clipper ships resides in permanent drydock. They were quick with the following reply:

"Cutty Sark measures 280 feet, 0 inches LOA (sparred length) and 223 feet LOD (from knightheads to taffrail). The reference you found to 'load line for calculations' relates to length between perpendiculars — also called the load waterline — which on

Cutty Sark is 212 feet, 6 inches."

Just one more question: What's a knighthead . . . ?

Why less government is better than more.

The average ILWU (longshoreman's union) worker's wage is now \$101,554 for Class A dockworkers, and \$122,466 for clerks. This makes union dockworkers the highest paid blue collar workers in the world. In 1997, the PMA (management) and ILWU began requiring potential new hires to pass a seventh-grade equivalency exam to measure their math and literacy skills. The reason for the test was that PMA/ILWU felt the hiring standards for longshoremen should be raised to insure "they had the skills needed to work in this modern technological era."

Of 12,000 applicants who tested for 'identified casual' spots — part time workers who form the first rung on the longshoreman ladder (Class A is the top) — 2,200 failed the test, and were not offered jobs. They complained to the federal Equal Employment Opportunity Commission, which determined that the test was discriminatory against minorities. A settlement between the EEOC and the PMA/ILWU grants each of the flunkees up to \$30,000 in pay, an opportunity to reapply for



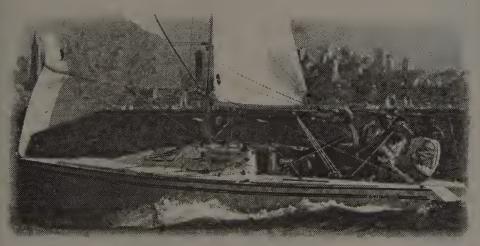
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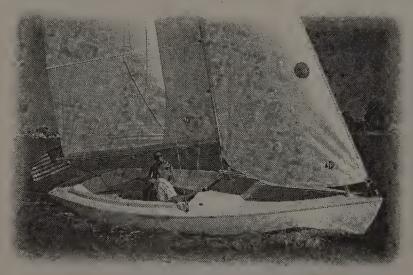
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LOOSE LIPS

the jobs, and up to 1,000 hours of credit toward seniority over those who passed the exam. Plus they don't have to take the basic education test again because as part of the settlement, it has been discontinued. (The potential workers will still have to take a battery of tests directly related to the jobs, such as those having to do with strength and agility, container lashing, etc.)

Because the yet-to-be-hired workers may end up with more seniority than those who passed the exam, and who have actually been working for the last three years, that latter group is now considering a suit of their own.

(From the February 22, 2000, Journal of Commerce.)

Eight bells.

• It is with great sadness that we bring you the news of the death of Peter Bateman, who lost his battle with cancer on February 28 in Carson City. Over the years, Peter's presence in the sailing community and the marine industry touched many of us. As a sailmaker, Olympic coach, world class yachtsman and marketing director (for sparmaker Omohundro in Minden, Nevada) Peter's professionalism and warmth will be remember by us all. We all miss him terribly and wish him fair winds on the next part of his voyage.

— omohundro company, inc.

• On March 8, Holden Sanford, 1964 Mercury National Champion and longtime Bay Area sailor, passed away at 85 years young. Through his skill and patience, many discovered the joy and art of sailing. He was a true gentleman and classy competitor. Fair winds to my mentor and friend.

— rańdy giovannoni

Like father, like son. Well, not exactly.

After World War II, Laurent Giles became famous as one of England's most talented yacht designers. His son David, now in his '60s, has taken a slightly different tack. Using FastShip, Inc. as the vehicle, he wants to bet more than \$1 billion that he can design four high speed cargo ships — which look like a cross between a yacht and an aircraft carrier — that will enable the new company to do to transoceanic container shipping what FedEx did to package delivery: Make it quick and reliable.

Computer projections suggest that Giles' new ships could make three to four times as many Atlantic crossings a year as conventional container ships. Each of the \$250 million ships would be built in San Diego, which would give a huge kick in the pants to the moribund U.S. shipbuilding industry. There are some drawbacks, however. In order to be so fast, the new ships would have to be powered by Rolls-Royce gas turbine engines driving waterjets rather than diesel driven propellers. As such, they would burn up four times as much fuel per crossing. In addition, FastShip is asking the U.S. government for loan guarantees of nearly \$900 million to build the ships. We and many other yachts owners have been waiting for years for the government to guarantee our boats loans, so we think Giles should just get in line.

Big motoryachts return to the Bay.

Izanami, Larry Ellison's 192-foot motoryacht with the distinct stealth appearance, is said to be looking for berthing again for the summer after spending the winter getting a suitable interior in British Columbia.

Jim Gabbert, former owner of KOFY-TV 20, has kept the approximately 80-foot powerboat *Defiance* on Sausalito's showboat row for many years now. After selling KOFY for nearly \$200

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LOOSE LIPS

million, he commissioned a 170-foot poweryacht from an Italian builder. The boat has been cruising Mexico and is expected to make its appearance on the Bay any day. We don't know the vessel's name, but you'll know her when you see her. Whoever thought that hosting '50s Dance Party shows on independent television stations could be so lucrative?

Speaking of new motoryachts, we know the following news is going to leave some sailors dazed and confused. Jimmy Buffet, long thought to be the patron saint of the sailing lifestyle, has reportedly purchased a new 90-foot Cheoy Lee 'expedition' style motoryacht. Frankly, it comes as no surprise to us, as the one-man music and writing conglomerate left his sailing roots long ago for all the toys and joys of serious affluence. If it's cool with him, it's cool with us. We still love his music — but wouldn't switch boats with him for all the marijuana in Miami.

Loose Quiz answer.

According to Chris White, doubling the size of a given catamaran design results in a sixteen-fold increase in stability. "I am not the only multihull sailor who feels that 40-ft LOA is the approximate limit for a safe multihull offshore in heavy weather," he writes.

Nonetheless, seven of the 14 multihulls that participated in last November's Atlantic Rally for Cruisers — from the Canary Islands to St. Lucia — were under 40 feet. The winds were very light and none of the multihulls had any trouble.

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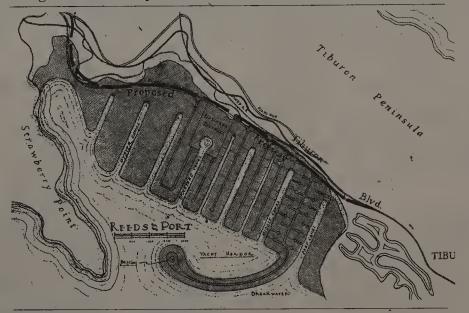
Rates and information subject to change.

For more information call the marina at (925) 779-6957, email marina@ci.antioch.ca.us or Channel 16 VHF

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silicon bay on the way

In a shocking development that has the Marin Audubon Society and the Sierra Club flapping their wings liked crazed herons and threatening to sue, the Bay Conservation and Development Commission



(BCDC) and the Richardson Bay Regional Agency (RBRA — which consists of all the cities around Richardson Bay as well as the County of Marin), have agreed to proceed with Reed's Port. It's already been nicknamed Silicon Bay.

To be located on 800 acres of mudflats between Belvedere and Strawberry Point on the northern shore of Richardson Bay, Reed's Port will consist of approximately 490 waterfront homes with docks in back, two 450-berth marinas, and an as yet undetermined number of fiber optic wired office buildings dedicated to the specific needs of dot.com and Internet related companies.

"While this project is certain to disappoint some of the most ardent environmentalists," said the joint BCDC/RBRA release, "it shouldn't. In the last few years the North Bay — in fact, the entire Bay — has been experiencing a critical shortage of luxury waterfront housing, marina space, and room for high-tech companies to grow. It's often said that 'they're not building anymore waterfront property', but with Reed's Port, we'll be doing just that."

"It's true that this development will require the dredging and filling of nearly 1,000 acres of Richardson Bay," the release continues, "but when you weigh the pros and cons, this relatively small development will provide huge benefits for almost everyone. For instance, by creating adjacent housing and work space — and perhaps lofts — for dot.com and internet companies, it's expected that weekday traffic on Highway 101 and the Golden Gate Bridge will be reduced as much as 14%. This is not only good for all North Bay commuters, but the region's air and water quality. It would take nearly 35 ferry boats to produce an equivalent reduction in traffic.

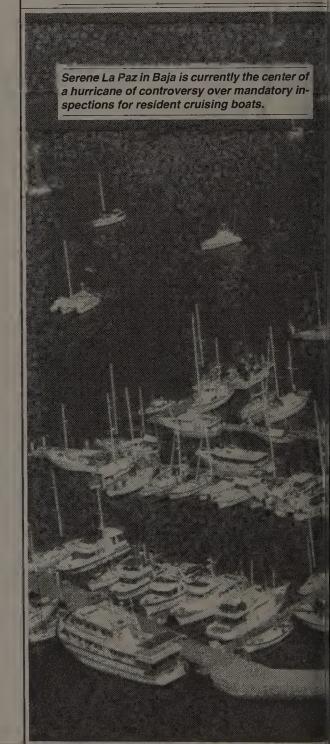
"There are other benefits. All companies bidding on contracts to convert the currently overcongested two-lane Tiburon Blvd into a four-lane highway will be required to have no less than 63% of their employees be residents of Marina and Sonoma Counties. Such low tech jobs are desperately needed in the North Bay.

"Finally, the companies selected to operate the two marinas will be required to provide free daysailing opportunities — limited to the confines of Richardson Bay — for all low income families, people of color, and illegal aliens. This will fill a long overdue need for everyone to have greater access to the Bay. As such, this project has not been designed for just the rich, but rather benefits everyone."

While there are certain to be legal challenges, ground breaking — or shall we say Bay breaking — is expected to begin one year from today's formal announcement: April Fool's Day, 2001.

for

Ever since people stopped inhabiting Alcatraz, seabirds have slowly been returning there to nest and raise their young. It started a bit more than a decade after the prison closed in 1963. First came the western gulls and blackcrowned night herons. Then the pigeon guillemots and snowy egrets. Today, as many as 2,000 birds of 8 different species share The Rock, including black oyster catchers and three types of cormorants. Curiously, the island's namesake — 'alcatraz' is Spanish for 'pelican' — are not among them. Pelicans do their family rearing in Southern California and only visit here in the warm months.



the birds

All of Alcatraz's birds nest in colonies on the south, west and north sides of the island. (Ferry and tourist traffic keeps them away from the east side.) They nest on crags, cliffs, beaches and the remains of vegetable and ornamental plant gardens, some of which date back to before the prison was even there. From March through September, the National Park Service closes off these areas to tourists so that the birds are not disturbed.

That's where you come in, and that's why you're reading about this in *Latitude*. Over the past few years, biologists have noticed that, though the birds are pretty

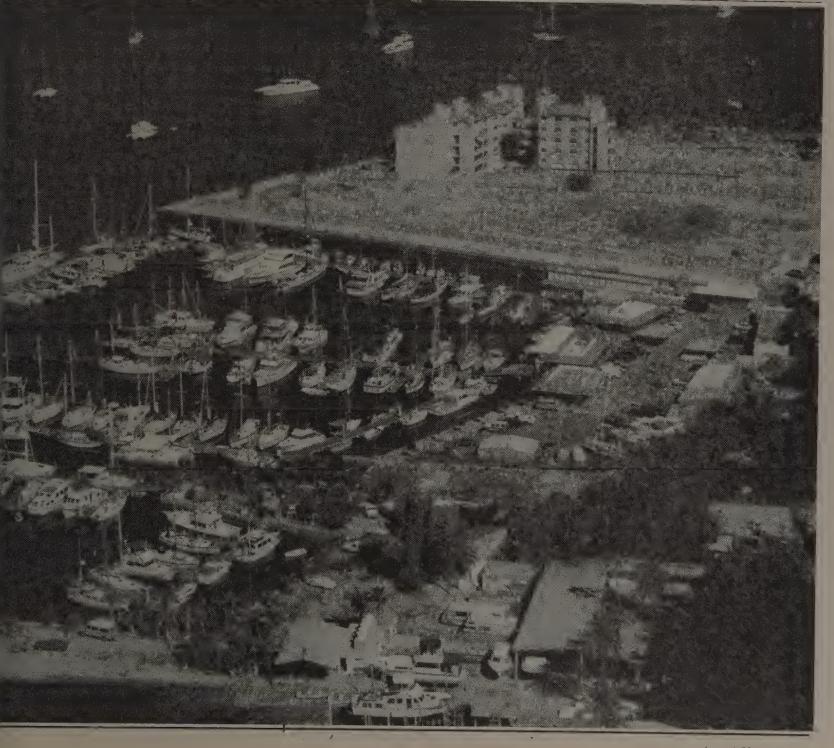
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safety inspections begin in la paz

Cruisers dearly love Mexico and her people. But let's be honest, it's one of the last places they'd take their boats for a safety inspection and certification. So you magine how thrilled cruisers were in La Paz on March 1 when the Port Captain announced that he was starting a mandatory boat safety inspection and certification program. However, the problem only applies to boats that have been anchored in La Paz for more than 30 days or that have been berthed in marinas for more than six months.

According to Scott Nolan of *Vela*, the inspection and certification fees are as follows: Boats less than 10 tons: 40 pesos for the inspection and 20 pesos for the certificate, for a total of 60 pesos — or about \$6 U.S. Boats between 10 and 20 tons: 80 pesos for the certificate and 40 pesos for the certificate, for a total of 120 pesos — or about \$12 U.S. Boats between 20 tons and 50 tons: 321 pesos for the inspection plus 160 for the certificate, for a total of 481 pesos — or about \$45 U.S. The

continued on outside column of next sightings page



la paz — cont.

fees continue up to 200 tons, where the fee and certificate comes to a total of 2,000 — or about \$190 U.S. As such, the fee for most cruising boats would be quite small.

The items to be inspected and certified are: The general condition of the boat; the propulsion system; PFDs for each person; a horseshoe or life-ring; portable fire extinguisher in usable condition; a First-Aid kit; a VHF radio and license, as ham license if such a radio is aboard; flares in current condition and flare gun; working bilge pumps; navigational equipment including the depthsounder, compass and GPS; radar reflector for sailboats; clock, barometer and whistle; navigation and anchor lights; liferaft — if aboard; and anchor and rode.

But are these items being properly inspected and certified, or is the whole program bogus? Many yachties believe the inspectors have little familiarity with cruising boats and gear and are therefore unqualified

continued on outside column of next sightings page

for the birds

secure from shorebound distractions, they are fairly often bothered by boats.

"Sailing is less of a problem than fishing boats or kayaks — or helicopters," notes Park Service wildlife biologist Daphne Hutch. "But we'd still like to get the word out for all boaters to stay at least 100 yards away from the island until September."

And even if you give the island a wide berth, please also refrain from shining powerful spotlights, blowing horns and shooting off fireworks near the birds. Hutch points out that such disturbances have a ripple effect. Even if one type of

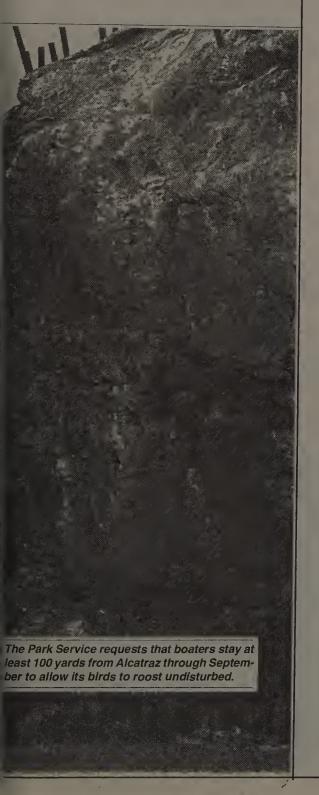


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- cont'd

bird doesn't get upset at a disturbance, another flock might, and that can cause trickle-down commotion that has resulted in birds deserting nests and breaking their own eggs.

If you forget and venture too close, be warned that you may receive a call at home later reminding you of the courtesy perimeter. It is against the law to disturb wildlife in a national park, and if biologists or rangers see an infraction, they'll take your CF numbers and follow up with a phone call. Fines are also possible, but rare.



la paz — cont'd

for the job. Others say the certification doesn't mean anything, because if something is broken or missing, it's merely noted on a form.

"So far the inspections have been more or less in the form of a survey," confirms Rod Mell of *Nereid*. "I had mine done last week, and the inspector wanted to see basic safety equipment. To my knowledge there has yet to be a boat that failed inspection or was denied a certificate." But the Port Captain won't allow a boat to clear out of La Paz without a certification.

According to sources in La Paz, the Port Captain claims he has the authority to require inspections based on "Article 4 of Ley Navegaou" — which supposedly gives him tremendous latitude in implementing safety measures for local waters. Some cruisers aren't sure, as it's nothing new for a Mexican official to use a novel interpretation of a law to require new fees for cruising boats. For example, prior to the implementation of the 20-Year Import Permit for boats, just about every Port Captain had a different interpretation of the temporary boat importation laws and whether any fees were involved. Some cruisers see the inconsistent interpretation of the laws and application of fees as one of the 'charms' of Mexico, others see it as a rip-off.

Mary Shroyer, who with husband Mac has owned and managed Marina La Paz for two decades, says the law is not a new one — and it's nothing transient cruisers need to worry about.

"It's always been the law that boats need to have safety inspections once a year. But it hasn't been enforced, at least for smaller, private vessels, until the last few years. Now the Capitan del Puerto has decided it should be enforced for all vessels, Mexican and foreign, that stay in the area.

"From all the yelling, you'd think people were having their hair pulled out by the roots. The truth is the PC has been more than cooperative. For example, if your canister liferaft doesn't have a current inspection, he knows there is no way to have it updated locally, so he just pretends you don't have one."

"Clients of Marina La Paz have been given 6 months to become compliant. All others who have been in La Paz for over a month must have the inspection done before they will be issued a *despacho*. However, any boat that was planning to leave before it had a chance to have an inspection has been issued a *despacho* and allowed to leave. Boats that stay in motion or leave the country in six months would not be asked for an inspection."

pacific triangle 2000

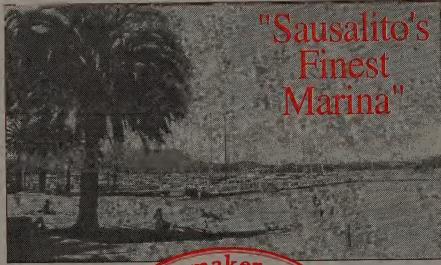
Michael Reppy is a man with two missions: to challenge sailing records and to use those challenges to draw attention to the plight of marine mammals. Three years ago, he was within two days of beating the singlehanded San Francisco-to-Japan sailing record aboard his 36-ft trimaran Nai'a, when the boat capsized only 300 miles from Tokyo. Reppy was rescued in short order, but Nai'a was lost. By the time her battered remains washed up on Midway Atoll 18 months later, the energetic Reppy had already acquired another boat. This was the 60-ft former BOC racer Thursday's Child that had claimed local fame by becoming the first sailing craft to beat the clipper Flying Cloud's record from New York to San Francisco back in 1989. Michael sailed the boat back from Florida, and began an extensive refit for another go at the record. That refit is now complete, and sometime this month, when he gets the green light from weather guru Bob Rice, Reppy will once again attempt to beat the solo Japan record, which by the way is held by fellow Mill Valleyite Peter Hogg. Sailing his 40-ft trimaran Aotea, Hogg set the standing record of 34 days, 6 hours, in 1992.

But this time, the 5,400-mile Japan run is only the first leg in what what Reppy calls the Pacific Triangle 2000. After working with

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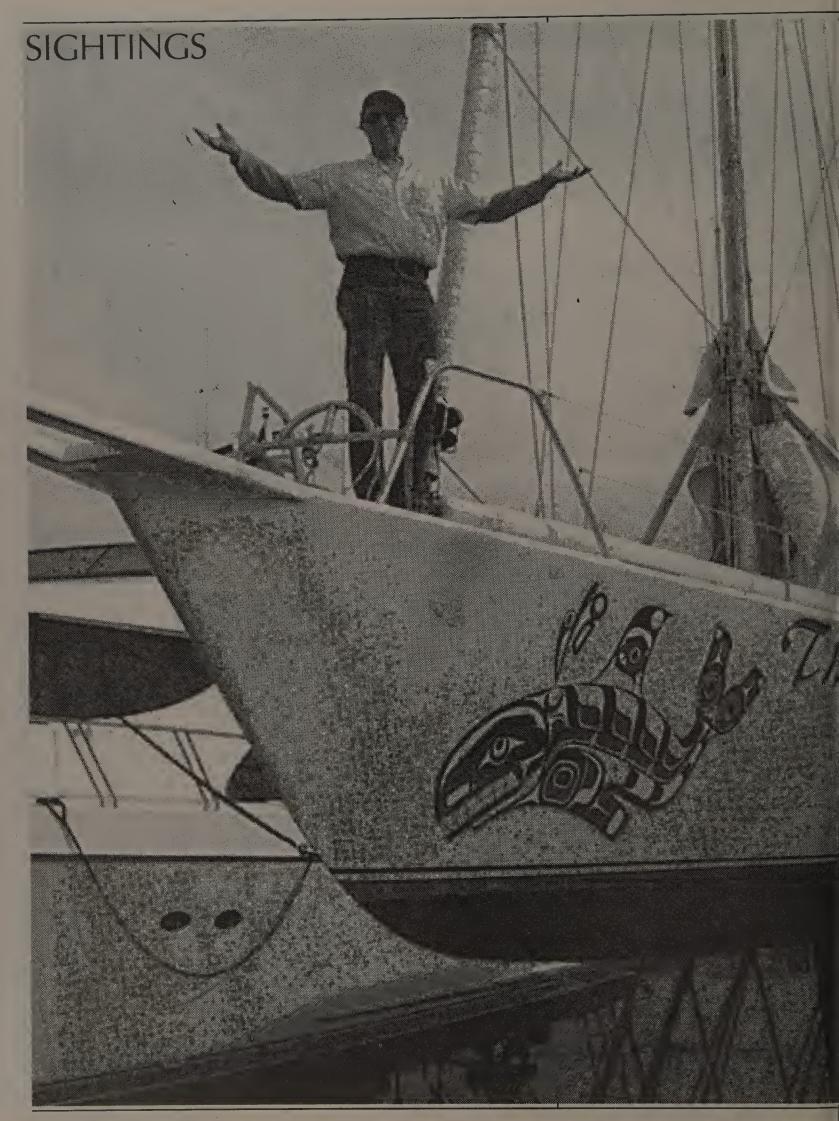


www.pacificmarine.









pacific triangle — cont'd

Japanese activists to free that country's three captive orcas, known as the 'Taiji Three', *Thursday's Child* pushes off for Canada in pursuit of another singlehanded sailing record — Miwasake to Victoria, British Columbia. This record, 23 days, 21 hours, was set by John Oman on *Northwest Spirit* (Mike Plant's ex-*Duracell*) in 1994. This 4,800-mile solo sail will be dedicated to freedom for the orca Corky, who still performs at Sea World in San Diego. Captured 30 years ago from the waters of British Columbia, where her mother and family pod still live, Corky is the longest held captive whale in the world. Upon arrival in Victoria, Michael will rendezvous with world famous orca researcher Dr. Paul Spong, and a formal appeal to Anheuser Busch (owners of Sea World) for Corky's release will be made. (If implemented, this plan would likely parallel that of Keiko, the star of the *Free Willy* movies, who is in the final stages of rehabilitation to the wild in a huge tank near his native waters off Iceland.)

The final leg of the project underscores the appeal for Corky's release. From Victoria, Michael will harbor-hop *Thursday's Child* down the west coast to San Diego, where the Pacific Triangle 2000 will end with a rally at Sea World. Rallies are also planned along the way in Seattle, San Francisco and Santa Barbara.

As with Michael's 1997 record attempt, the Pacific Triangle 2000 will be sailed for the environmental group Earth Island Institute (Ell), and specifically their International Marine Mammal Project (IMMP). It will also support Japanese environmental groups like Dolphin Whale Action Network, Japan Environmental Exchange, and Free Orca, which are all working together to free the Taiji Three and end the brutal Japanese 'drive fishery' wherein dolphins are herded ashore and slaughtered.

You can follow the entire Pacific Triangle 2000 sail on the Thursday's Child website: http://www.tchild.org. For more on Earth Island Institute, go to www.earthisland.org. The International Marine Mammal Project website is at www.earthisland.org/immp/index.html.

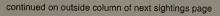
we remember when he had an islander 36

Netscape/Silicon Graphics jillionaire Jim Clark has ordered another megayacht that makes his current *Hyperion* — at 155 feet the world's largest sloop — look like just another boat. *Athena*, now beginning construction at the Royal Huisman shipyard in Holland, will be a 292-ft three-masted gaff schooner based loosely on the majestic Camper & Nicholson 190-footer *Creole*. To give you some perspective on how big 292 feet is, the San Francisco Maritime Museum's three-masted full-rigger *Balclutha* is exactly 9 feet longer LOA. (The new boat will be longer on deck.) Historically, *Athena* will be larger than 99% of the clipper ships ever built. In fact, the new yacht is so large that Royal Huisman has to actually build a new, climate controlled, 300-foot-long building just to put the thing together and paint it.

Athena will be 40 feet wide, 18 feet deep (with a long fin keel), displace 722 tons, have 8,100 square feet of upwind sail and a hull speed of 19 knots. Which again puts her in 'golden age of sail' territory — the clipper Champion of the Seas once averaged 19 knots during a 24-hour run, and sistership Sovereign of the Seas, regarded by some as the fastest of the old time sailing ships, once hit 22.

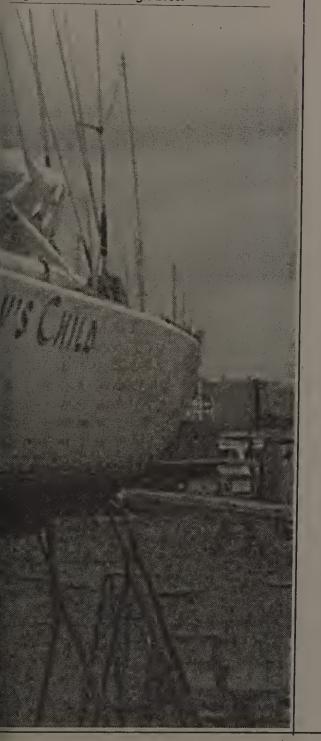
In short, when built, it's thought that Athena will be the largest fore-and-aft rigged, privately owned yacht ever.

Of course, when it comes to Clark, size and speed are only a couple of the amazing aspects of *Athena*. Like *Hyperion*, the new yacht will be wired up with more fiber optics than the Pentagon. One person at a central console will be able to monitor all functions of the yacht as the computers sail her (the ones on *Hyperion* actually 'learn' to sail the boat better), and presumably keep additional tabs on everything from



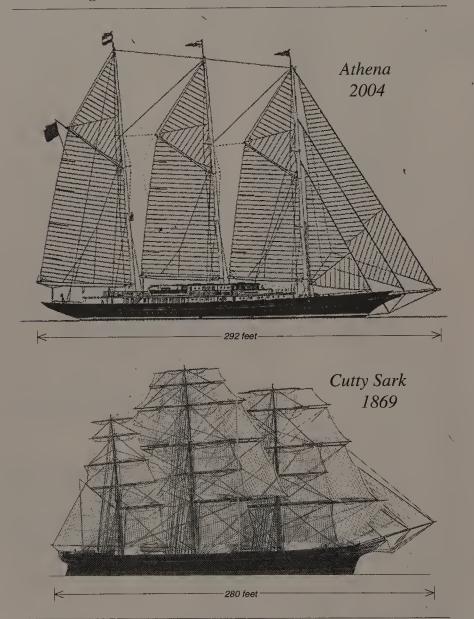


Michael Reppy aboard 'Thursday's Child' in the yard (spread) and (above) at the nav station showing completed checklists. Boat and skipper will depart the Bay this month for the first leg of the Pacific Triangle 2000.



athena - cont'd

the Nikkei Index to the chill on the chardonnay to the amount of lint in each guest's belly button. As for the latter, there will be accommodations for 10 guests and 18 crew — including a three-story elevator —



on the lower of three decks. The more musically-inclined among them can plunk on the grand piano in the main salon/ballroom. Unless Clark clones Van Cliburn for that purpose.

Having at least one home base here in the Bay, it would be a wonderment of epic proportions to see this great yacht sail into the Bay. But we'll have to wait awhile — until after the *next* America's Cup and the *next* presidential election, in fact. *Athena* is not scheduled for completion until 2004.

catnip cup is coming

With a small but growing number of cruising catamarans sailing on San Francisco Bay, it seems to the Wanderer that the time is right for a two-day cruising cat rally/cruise to somewhere warm. Like Vallejo Marina, which is a most toasty 25 miles from the Golden Gate — and has 470 feet of transient dock space. As such, we hereby announce the first annual no-host Catnip Cup to be held on June 10 and 11.

continued on outside column of next sightings page

salt of

In a major victory for Mexican and foreign environmentalists, last month President Ernesto Zedillo announced that the proposed salt works project for Baja's Laguna San Ignacio has been stopped. Thus ends a bitter five-year battle between international environmentalists and Mexican government and business interests.

Environmentalists had argued that the proposed salt works — which would have been the world's largest — would have created a threat to gray whales, sea lions, sea turtles and antelope that live in Latin America's largest wildlife sanctuary. Government and business leaders said it would have been a passive operation that wouldn't have adversely affected wildlife. They also contended that the plant would have provided badly needed jobs and an economic boost for that lonely stretch of Baja. Laguna San Ignacio is located 100 miles south of Turtle Bay, and about 20 miles east of Punta Abreojos on the Pa-



the earth

cific side of the Baja peninsula.

Laguna San Ignacio is one of only four spots in the world where gray whales, after migrating 6,000 miles from the Bering Sea, mate and calve. One of the other three sites is just up the coast at a place where — isn't this curious? — the Mexican government has been operating a major salt works for more than 50 years.

The new salt works was to be a show-case to attract foreign investment. It would have been 51% owned by a government controlled company and 49% by Japan's Mitsubishi Corporation. Although Zedillo said his decision had the full support of Mitsubishi, he was clearly pissed off at foreign environmentalists who were so effective in turning the opinion of local residents and fishermen — and later the general population — against the project. The moral of the story: when you welcome foreign investment, you're also welcoming foreign environmentalists.

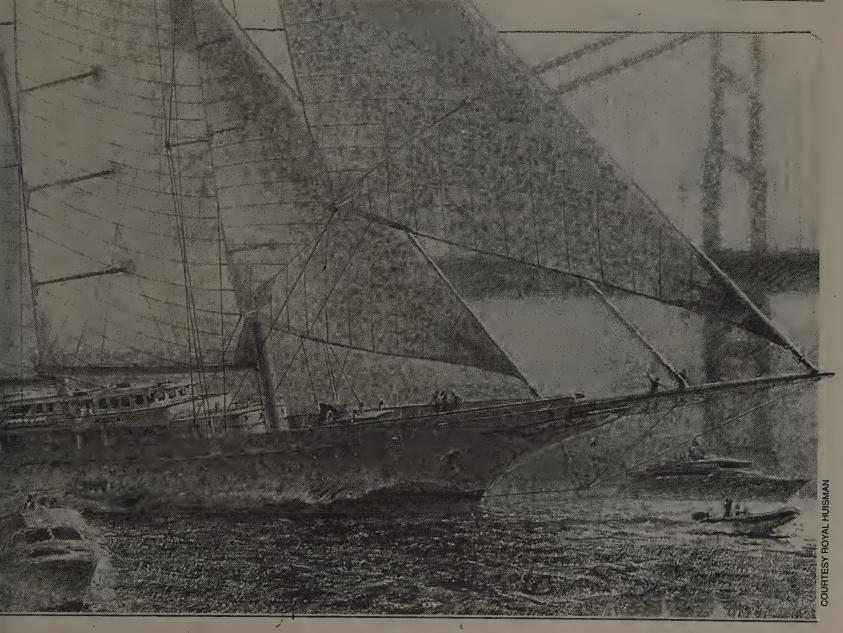
catnip cup — cont'd

Talk about informal, the Catnip Cup will not tolerate troublesome entry fees, confusing entry forms, or even handicap ratings. All any cruising cat skipper has to do is show up between the Blackaller Buoy and the South Tower of the Golden Gate Bridge at 11 a.m. on June 10, then take off for Vallejo any time he/she feels the urge. Mind you, it's poor etiquette for faster boats not give smaller cats a generous head start. Prefer not to be punctual or just too damn lazy to sail all the way to the Gate? No worries, just join the fleet anywhere along the way. If any skippers become vexed by wind holes and don't mind the sound of their engine, they can fire up the iron donk.

The finish will be anywhere you feel like it in the Mare Island Strait, although the closer to the Mare Island Causeway Bridge, the better. If you want berthing for the night — as we presume you will — call the Vallejo Marina at (707) 648-4370. And no, that part isn't free. Space will be available on a first-come, first-serve basis. While it's possible that there might be so many cats that some will have to anchor out, Ken Graves of the Vallejo Marina assures us that he and his staff will do all they can to accommodate everyone inside the marina. He even mentioned "rolling out the red carpet". We're not sure what he means by that, but for right now we want to keep things pretty simple. The marina has two fine restaurants, so galley slaves can get the night off.

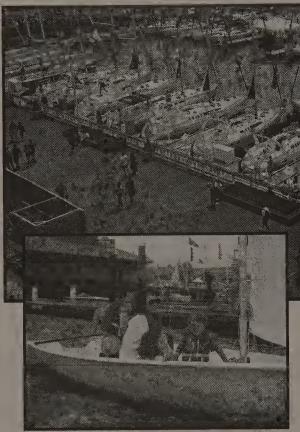
The next morning, June 11, we suggest the smaller boats start head-

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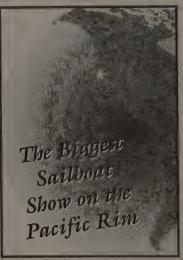
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catnip cup — cont'd

ing back toward the Central Bay sometime before noon. The larger cats can start a suitable time afterwards in another 'rabbit start'. The unofficial finish line will be off Southhampton Shoal between Richmond and Angel Island. Don't expect a race committee.

We've talked to several other cat owners about the Catnip Cup, and they're enthusiastic. Chuck and Ellie Longanecker, who brought their Catana 42 *Cat Ballou* back from the Caribbean last year, will participate. Blair and Joan Grinoles, who did 10,000 miles ocean miles last year with their custom 46-foot *Capricorn Cat* are enthusiastic. We'll be there with *Profligate*, and we're sure there will be others.

One of the nice features of catamarans is that they can carry lots of people. As such, it will be in the spirit of the Catnip Cup to bring lots of fun-loving friends. We plan to sail with a crew of about 24 — including a small band. Make sure you bring a camera so you can take photos to trade with new friends. The *Latitude* photoboat will also be on harid for the Saturday start.

It would make life easier for the Wanderer to have an idea of how many boats expect to participate. So after calling Vallejo Marina for dock space, please let your intentions be known, to: richard@latitude38.com.

coast

Here are Coast Guard Group San Francisco's significant search and rescue cases that occurred between mid-February and mid-March, 2000:

March 12 — At 8:50 p.m., we received a report from a concerned citizen regarding a 40-ft pleasure craft that had run aground near Sam's Restaurant in Tiburon. The caller also stated that, due to his bizarre behavior, she suspected the operator to be intoxicated. Since the vessel was firmly and safely ashore (not in distress) and Coast Guard personnel had not observed the boat while it was underway (giving us no law enforcement jurisdiction), we contacted the Tiburon Police to see if they wanted to take any action. At the request of the Tiburon Police, a 21-ft rigid hull inflatable boat (RHIB) from Station Golden Gate transported the



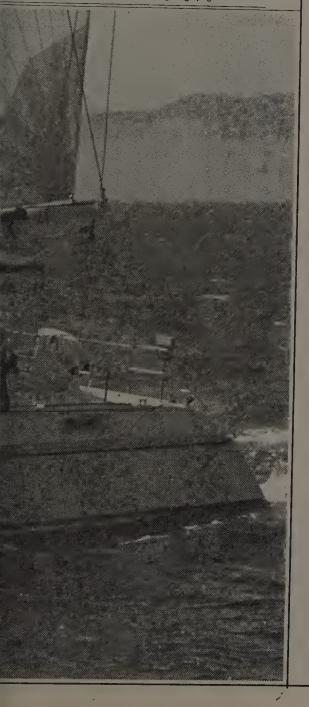
watch

operator from the grounded vessel to the dock at Sam's Restaurant where he was taken into custody for disorderly conduct.

The lesson learned here: boating while intoxicated does not pay. Remember that in the State of California, we typically turn boaters who exceed .08% blood alcohol content (same legal limit as for driving while intoxicated) over to local authorities. If convicted, these boaters' driving records will also be affected.

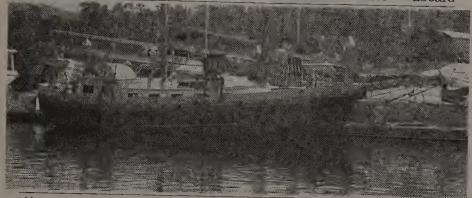
March 15 — At 4:20 p.m., the Washoe County, Nevada, Sheriff's Department called Station Lake Tahoe, reporting a capsized canoe about 1 mile offshore of Incline Village. The Station launched its 24-ft Utility Boat (UTB) which arrived onscene within 13 minutes of the call. The UTB's crew found the victim laying face

continued middle of next sightings page



catnip cup fever benefits gaslight

If you've ever wondered what it's like to sail aboard a big cruising cat, April 10 and April 11 might be the perfect chance. The Wanderer will be happy to take four couples — or other twosomes — aboard



Above, 'Gaslight.' Spread, the Catnip Cup is for cruising cats.

Profligate for the Catnip Cup on Saturday, and another four twosomes on Sunday. All you have to be is be the first to sign up at: richard@latitude38.com and make a \$250 per couple tax deductible donation to the Gaslight sail fund.

Gaslight is the traditional Scow Schooner that Billy Martinelli has been building in Sausalito for the last six years, and will eventually be using for educational and other purposes. We're not in the habit of trying to raise money for people with big boats, but this is different. Billy is not some guy who struck it rich in business and now wants a big boat to flaunt around the Bay. On the contrary, he's an unassuming lifelong soul sailor, surfer and craftsman. He also contributed countless volunteer hours keeping the great schooner *Wanderbird* alive and well when Harold Sommer owned her.

As far as we're concerned, Billy is an embodiment of the great maritime tradition of pre-Internet Sausalito. He scrimped and saved for years on what he made as a craftsman to buy the materials for this classic Bay vessel. And for the last several years, we've walked by him scores of times on our way to go sailing, while he carefully, patiently and happily worked and worked and worked on his terrific schooner. So it's with complete confidence that we can say that a contribution to Gaslight supports a great boat, a great but vanishing Sausalito tradition, and the altruistic dreams of a great guy.

For further details, email richard@latitude38.com.

stay with the boat!

A terrible incident in the Eastern Atlantic last Christmas Day reconfirms the importance of not abandoning a boat prematurely.

Mario Fofchi of Livorno, Italy, wanted to enter last year's Atlantic Rally for Cruisers (ARC) with his 33-foot sloop *Valeada*. Unfortunately, his boat ran aground off Casablanca, Morocco, and the ensuing repairs prevented them from making the start. Fofchi and a crew of four finally departed Las Palmas in the Canary Islands on December 23. Two days later, when they were 314 miles south-southwest of the Canaries, they set off their EPIRB. During subsequent radio transmissions they reported having problems with their steering.

The cargo ship *African Highway* was diverted to their position, and completed a rendezvous just before midnight. According to reports, the crew of the sloop wanted to jump into the night waters and swim to the ship — a crazy notion that the ship captain tried to discourage. But when the sloop's crew insisted, the ship's crew quickly deployed a scramble net. Only one of the *Valeada's* crew made it to the ship; the four others drowned.

The Canary Islands Rescue Service located the 33-foot sloop the following day. She was described as being "in perfect condition".

shimon van collie, 1950-2000

We are sorry to report that journalist/author Shimon Van Collie passed away on February 28 after a six-month battle with pancreatic cancer. He would have been 50 in June.





Journalist at work — Evaluating sailing watches and jumping off sailboats (to test inflatable PFDs) was all part of the job for Shimon Van Collie. So long, old friend.

Shimon was part of the *Latitude* family almost from the start. Born and raised in Connecticut, he graduated from Brown University and came west in the late 70s. By 1980, his love of sailing and writing led to a position as *Latitude*'s first managing editor (actually, next to the owner, he was the only editor). Much of the magazine's success today is due to a standard of excellence that Shimon helped set in those formative years. In 1985, he went freelance, and sailors both in the Bay Area and across the country (through his position as contributing editor to *Sailing* magazine) continued to enjoy his excellent writing on all aspects of the sport from racing to cruising to his specialty, personalities. In two or three paragraphs, Shimon was always able to capture the essence of his subject in a way that made you want to know more and sorry the article wasn't longer. His style was also rich with humor, as evidenced in this passage from a June, 1991, article about Ralph Lucas, in which Ralph was just learning about boats. .

On the way home to the Fifth Street Marina, Ralph found himself bearing down on his berth with a healthy bow wave. Just outside the slip, he slammed the new outboard into reverse and the prop cavitated. Realizing he was going to ram, Ralph ran forward, jumped onto the dock and braced himself for the blow of the bow, which knocked him ass over teakettle into the water. Still in reverse, the engine then began pulling the Bear Boat out of the slip at full speed. Ralph jumped back aboard and dove for the stern as the boat headed for the rocks on the other side of the Estuary. All of his neighbors were howling with laughter at this point. To avoid further embarassment, he decided to move to another marina. . .

As a sailor, Shimon ran the gamut from sailboards to dinghies to big boats. When he first joined *Latitude*, he was an active Finn campaigner who had finished fifth in the '72 Olympic trials. Later on, he was a regular aboard Bob and Doris Klein's Peterson 40 *Leading Lady*, sailing several fondly-remembered seasons of Bay and ocean races. Still later, he got into boardsailing with a gusto, eventually becoming the first — and as far as we know, only — person ever to windsurf to the Farallones and back.

Shimon was a man of many talents and interests. In the last decade or so, he rekindled an earlier passion for folk dancing. By 1998, he had become good enough to attain the titles of 'King of Carnival' in Oakland and Grand Marshal of the Solano Stroll.

Shimon sailed thousands of miles on sailing craft, and twirled across acres of dance floor. He wrote four books (two on sailing, one on tennis,

continued on outside column of next sightings page

coast watch

up in 72 feet of water (Lake Tahoe's water is remarkably clear). The canoe containing a Type-III life jacket, empty and full cans of beer and some fishing gear was drifting nearby. Using a grappling hook, the Coast Guard crew quickly retrieved the victim from the water and, with Washoe County Sheriffs Deputies assisting, immediately started CPR. The victim was pronounced dead on arrival at Washoe Medical Center in Reno.

This tragic case again highlights the importance of wearing personal flotation—lifejackets—whenever you are on your boat, even when performing the most routine or mundane actions. We don't know how significantly alcohol factored in this



- cont'd

situation, or what the reason was that this person ended up in the water. But, had he been wearing his life jacket, the outcome would've been drastically different.

— captain larry hall

Editor's Note — The tragic loss of three people during a boat fire in Suisun Bay on March 19 will be detailed in next month's Coast Watch. The investigation is ongoing at this writing.

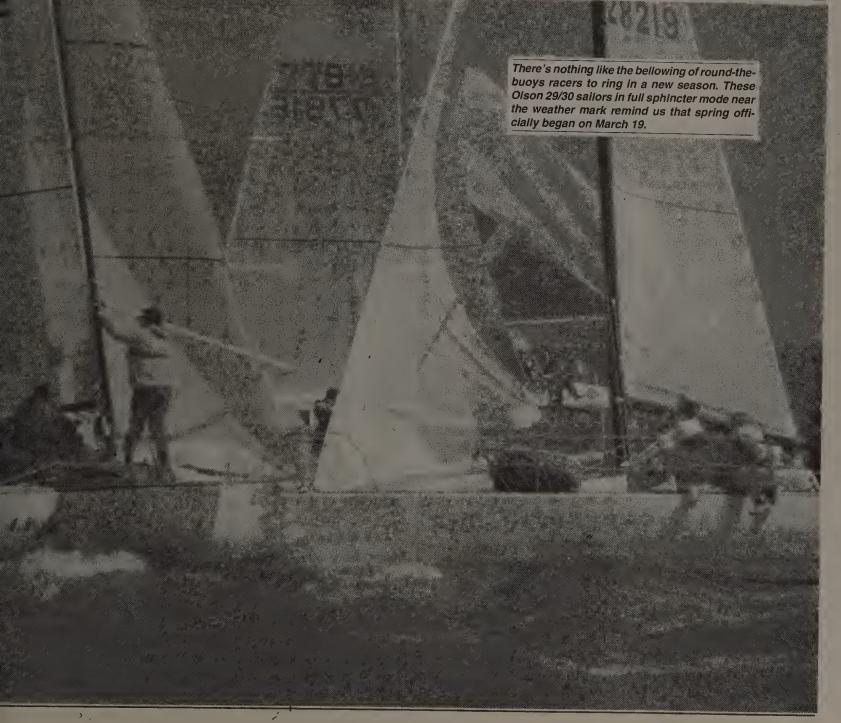
Additionally, we're sorry to report that next month's 'Coast Watch' will be the last written by Captain Hall. His tenure as Commander Coast Guard Group San Francisco is over in June and he's transferring to (hopefully) bigger and better things in Washington, DC.

shimon van collie — cont'd

one on banking) and more than 700 articles. But the high point of his life was the birth of son Chai Van Collie in 1993. As with every other project he deemed worthwhile, he threw himself wholeheartedly into fatherhood. When he realized a few months ago that the cancer was winning, he confided that the thing that concerned him most was that he wouldn't be around for Chai when his son needed him.

Church services were held in his adopted hometown of Berkeley on March 4. Per his request, his ashes will be scattered under the Golden Gate on April 16. We invite any of you who knew Shimon, or knew of him through sailing or *Latitude*, to join an escort of yachts as the scow schooner *Gaslight* sails from Sausalito's Schoonmaker Point Marina (rendezvous at the Spinnaker Restaurant about 9:30 a.m.) on this solemn Sunday-morning journey.

It was Shimon's wish that anyone wanting to make donations in his memory do so in Chai's name. The funds will be put into a trust for his education. Donations may be made to Chai Van Collie, P.O. Box 41, 1678 Shattuck Ave., Berkeley, CA 94709.



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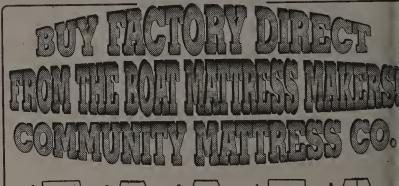
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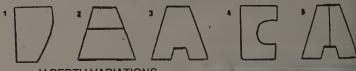
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message in a bottle

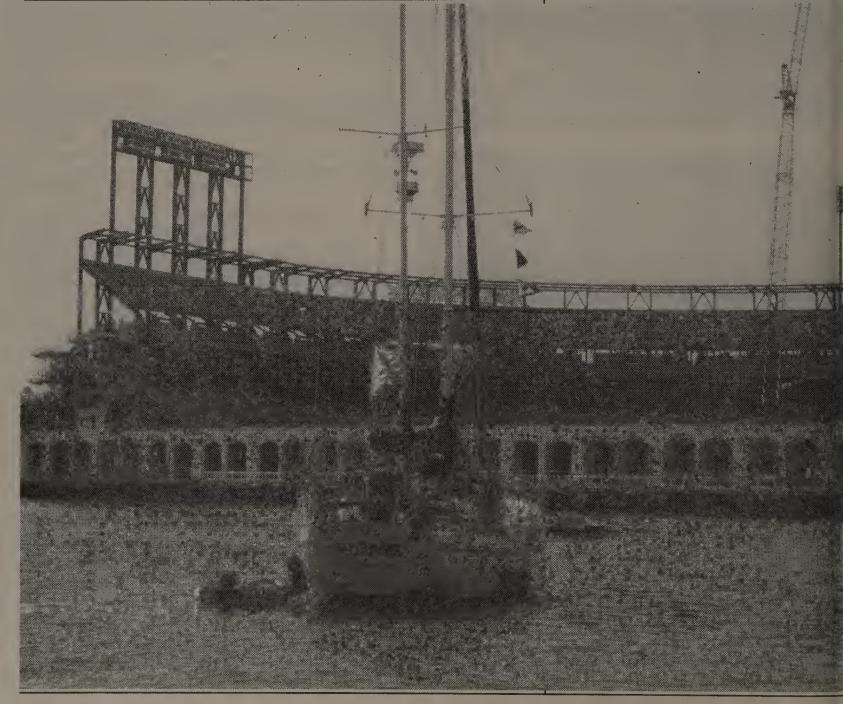
It is refreshing to know that ancient modes of communication still work in today's technological society. The technique of placing messages in bottles and casting them into the sea, then waiting and dreaming to see if a response will ever come, is still practiced by many who love the sea and dream of far off places. Although most bottles are never heard from again, others introduce dreamers to those far away places in sometimes unexpected ways.

In June of 1996, three sailing vessels from Pittsburg, California, ventured on a cruise from San Francisco Bay to Southern California's Channel Islands. *Niunia*, a Catalina 30 with owners Michael and Elizabeth Laster and crew Ed Witts; *Korbut Rose*, a Hans Christian 33 with owners Bruce and Diane Brown; and *Searcher*, a Catalina 36 with owner Ken McCaully, enjoyed a three-week sail in the Pacific. Prior to departure, Michael took advantage of his multi-cultural work environment at UCSF and drafted a message in six languages: English, French, Spanish, Hindu, Chinese, and Tagalog (the main dialect of the Phillipines. The message described in each language the sailing vessels, date and location, and requested anyone finding the bottle to continued on outside column of next sightings page

play

Until this month, there was precious little overlap between baseball and sailing. That changes officially on April 10, when the San Francisco Giants play the Los Angeles Dodgers in the squeaky-new Pac Bell Park, located right next door to South Beach Marina in the City. Suddenly, after all these years, 'America's sport' dovetails nicely with our favorite American pastime.

At Pac Bell Park, the twain overlap in several areas: access, transportation and even peripheral involvement. The new stadium is situated right on the water, for example, which means you can take your own boat over, rent a spot at South Beach Harbor or at the Pier 38 Maritime Center, have a tailgate (fantail?) party aboard and then walk over to see the game. This op-



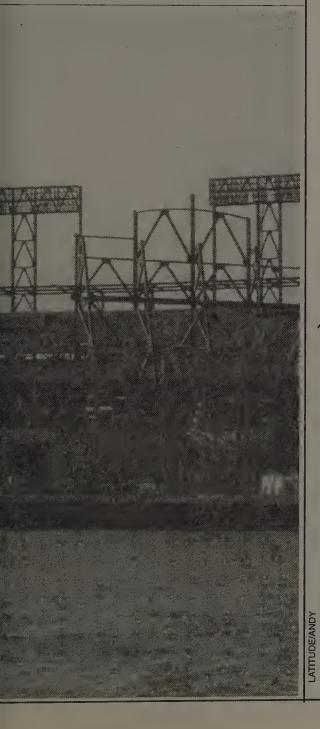
ball!

tion is even more attractive when you become aware that the ballpark expects 42,000 fans per game, the entire season is sold out and traffic delays (1 hour before and after each game) and parking (almost nonexistent unless you get there the night before) are going to be really awful.

In all fairness, though, public transportation was figured prominently into the formula when they built the park. Muni, Bart and the ferries will all add special ballpark runs to their schedules.

It's not all going to be rosey for boaters. Forseeable problems include — surprise, surprise — traffic and parking spaces. Call way ahead (like, weeks) if you want to secure a space on game day. Or contact Spinnaker Sailing (www. spinna-

continued middle of next sightings page



message in a bottle - cont'd

return (in an enclosed envelope) a note describing the date and location of the find.

In the months prior to the trip, each of 26 wine bottles then had to be 'properly' emptied so that Michael could clean and prepare them. Each of the bottles was weighted with sand so it would float about two-thirds underwater, thus maximising the effects of current and minimizing those of wind. Each was then sealed with corks, cotton, and finally with wax. *Niunia* and *Korbut Rose* deployed the bottles at various points between Ana-capa and Catalina Islands.

The first bottle was found within about 10 days in Oceanside California. The second bottle was found within a month somewhere in Southern California while a Floridian was vacationing there (location unknown). Then bottle silence for four years until March 2000.

On the small island of Chi-Chi-jima Japan, Mr. Sasamoto found the third bottle "under the bank of the sea." He sent the message to Osagarawa Junior High School with his child, Yuka, where the English teacher Kanji Suzuta was able to translate the message to the 59 students. Chi-Chi-jima is a small island in the Ogasawara Islands which lie more than 600 nautical miles south of Tokyo — a 25-hour trip by ship. The United States governed the island after World War Two. As the crow (or seagull) flies, the bottle traveled over 5,000 miles to the island. More realistically, the bottle most likely traveled on the California Current south to the Equatorial North Current, then north on the mighty Kuro Shio Current to Japan. On this course, a more realistic distance would have been 6,000 miles or more.

The students of Osagarawa are very interested in English and posed for a group picture to send back with their message. In return, the Lasters and Browns will share pictures of their sailing adventures in the Pacific and a letter describing their sailing adventures and vessels. In the interest of time, this message will be sent using modern communication modes! And everyone involved is dreaming of drifting bottles and far away places.

- diane brown and michael laster

pacific sail expo — be there or be square!

People go to boat shows for lots of different reasons. Entertainment is certainly one of the biggest ones — it's just fun to see all the new boats and gear. The other biggie, not so well know, is taking care of business.

Pacific Sail Expo, now in its fourth year at Jack London Square, has become a focal point for the latter. At post-show debriefings, organizers have learned that *lots* of people come to the show with very specific purchases in mind. They are not so much boat buyers — although a large number of boats do sell during the show — as boat outfitters.

"Buyers are a lot more knowledgeable than they used to be," notes one Sail America representative. "A lot of these people are cruisers who have a boat that they want to outfit. They've done their homework with brochures, spec sheets, the phone and the internet, and when they come to the show, they're ready to buy." The show offers an excellent forum for doing so: All the major companies are there, along with knowledgeable reps, so the customer can walk from one to the other to get any final questions answered, make his decision and buy that watermaker, windlass, roller furler or whatever. "A lot of them walk around the show for three or four days and then start laying that credit card down," says the Sail America rep. Incidentally, these aren't just Bay Area sailors, either. Many show goers make plans way ahead to fly in from BC, Washington, Oregon, New Mexico and as far away as the midwest.

continued on outside column of next sightings page

pacific sail expo — cont'd

A couple of other incentives for 'gearing up' at Sail Expo: First, many of the company 'reps' are actually the founders or CEOs, so the information you'll get is 'right from the horse's mouth.' Among the ones you'll see this year are Peter or Olaf Harken (Harken), Tom Schock (Schock Boats), Alistair Murray (Ronstan) and Hans Bernwall (Scanmar Marine). Secondly, many outfits offer show specials that can save you hundreds of dollars.

Whatever reason you're planning to go, be sure to take the Show Planner with you that was included in this issue — and be sure to pick up a Show Program when you get there. The latter (not yet completed at this writing) will have the most up-to-date information on who, what, why, when and where of the show, and will include contact phone, fax and email numbers for every exhibitor in case that bag full of brochures you're carrying around gets misplaced.

Here are a few more hints, tips and up-to-the-minute information as we went to press:

- The parking lot south of Jack London Square is no longer available. They're building condos there. That means if you drive over, parking will be at a premium. There are several ways to deal with this:
 - Refer to the Show Planner for alternative parking areas.
 - Sail over, get a guest berth on the Estuary and ride the Jack London Water Taxi (510-839-7572) to and from the show.
 - Take the San Francisco/Oakland Ferry (510-522-3300) which drops you right at Jack London Square.
- While there is less parking ashore, there is more afloat. Both the main and adjacent South Basin (unused last year) at JLS will be chockfull of boats virtually all of which are available for boarding.
- Sharing top billing as the 'stars' of this year's show are two boats everyone is going to want a close look at. The first is *Convergence*, the Jim Antrim-designed Open 50. Although time restraints caused owners Bob Gay and Fred Hess to pull out of the upcoming Vendee Globe race, the rest of their program (including Around Alone in '02) is still in place. Come meet the partners and designer and check out this beautiful ocean racing machine. At the other end of the ocean-racing scale is the *Challenge* 67 yacht that arrived in the Bay at the end of February. This boat and her sisters all identical British-built steel sloops will be used for training crews for the New World Challenge 2002/03. This crewed race starts and ends in San Francisco Bay, and takes 14 boats and over 200 crew around the world —upwind. Come and take a tour of the boat (which itself has been around the world twice in the BT Global Challenge), meet New World Challenge reps and even talk to a few of the people who have signed up to do this grand adventure.
- The excellent Sail Expo Seminars are always a huge draw, and this year will be no exception. In fact, show organizers actually had to start 'classifying' the seminars to better help show goers decide which talks are best for them. They range from beginning topics, through intermediate to 'fine tuning' the selection, care and feeding of racing sails, for example. The fourth category is 'Entertainment Only.'

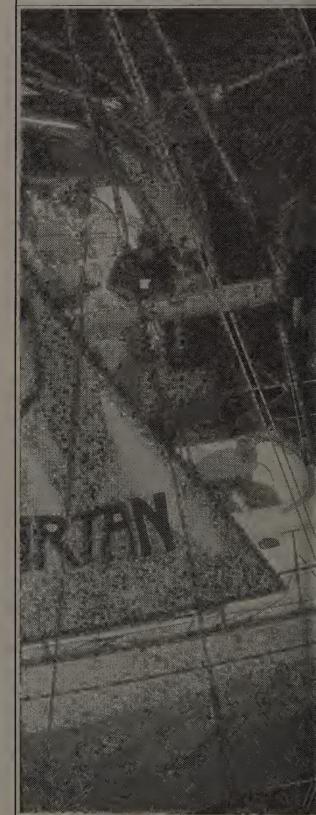
Of particular note at the seminars:

- Latitude writer Dave Sherman's "Lessons from a Five-Year Circumnavigation at 3 p.m. on April 26 and 28.
- Gordon West's 2 1/2-day Ham License class. At the end of this April 25-27 class, you'll know everything you need to get your General Class Ham License. We know for a fact that several people from out of state (one as far away as Texas!) have already signed up for this \$250/person class, which has a size limit. If you want to attend, arrange it soon at (510-814-8888).
- Sailboat rides Not only will show-goers be able to take rides on a variety of sailing craft (look for sign-up information at the show), Dewitt Sailboats, will again be holding a sailing regatta for the exhibitors. Heats will be sailed on the weekend. Finals on Sunday will determine the All Pacific Sail Expo Intergalactic Norcal Regional Exhibitor Championship. Come cheer us on; we'll need it.

play ball!

ker-sailing.com) for options on chartering a boat to stay on before and after the game.

As for the involvement we mentioned, see the boat on the previous page? He's anchored in the foul zone of right field. So if you keep a mitt aboard, any balls that sail over the fence are catchable. Of course, you won't actually be able to see the game from the water without a masthead mini-cam, and we're not entirely



- cont'd

sure boats are going to be allowed to anchor in what appears to be a fairway in the first place.

In other words, exactly how integrated boating and baseball will become with the opening of the new stadium remains to be seen. As this was written, there seemed to be lots of opportunities and few forseeable glitches. We'll let you know how it all went next month.

sail expo — cont'd

• Finally, you know those infamous 'exhibitor' parties that you've heard about? We'll, there's one Saturday night and this time, everyone's invited. That's right, you can come too — it's a celebration for all sailors. Tickets are \$15 and there will be music, drink, munchies and prizes. Be sure to hold on to your 'main' show tickets, too, as there are some really neat prizes that will be raffled off there, too.

Pacific Sail Expo 2000 runs from April 26-30. Show hours are 10-6 every day except Sunday, which is 10-5. Tickets range from \$8 (advanced price, weekdays only) to \$30 (five-day price, at the door). For exact prices and purchasing information, call 800-817-SAIL or log onto www.sailexpo.com. See you there!



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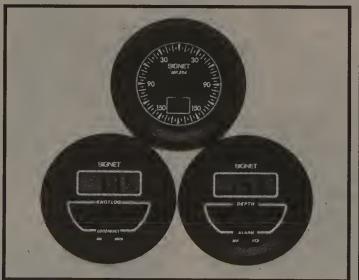
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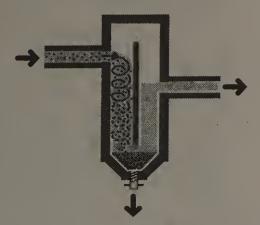


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treasure island sailing center update

Birthday greetings to the Treasure Island Sailing Center as it prepares to celebrate its first year in existence. Since Mayor Willie Brown officially christened the Center last April 13, a two-year lease with the Treasure Island Development Authority has been signed, two hoists have been rebuilt and installed, the piers have been upgraded (including 250 feet of new floating docks), youth sailing programs have been established with Delancey Street's new Life Learning Academy (using a newly donated fleet of ten Optimist trainers), and the Center has become a base for high school, collegiate and one design racing. The Vanguard 15 fleet has taken up residence there, and the UC Berkeley sailing team is about to do the same. The biggest regattas the Center has hosted to date are the 1999 Star and Soling Olympic Pre-Trials, and there have been many smaller ones. All the above was accomplished with initial donations totalling \$90,000,— a relative shoestring and support from sponsors Sail California, West Marine and Svendsen's Marine.

TISC's ambitious schedule for 2000 includes hosting the Olympic Trials for Solings and Stars, the Vanguard 15 NAs, the Optimist Dinghy PCCs, the Star Western Hemispheres, and more. Discussions are even underway with U.S. Sailing's Olympic Sailing Committee for the Center to become a permanent US Sailing/OSC training site. "It's our dream to create the finest multi-use community sailing center in the U.S.," says Matt Ciesicki, one of TISC's founding fathers.

But in order to move forward, the Center needs help, financially and otherwise. "My colleagues on the TISC board and I have realized that while we are pretty good at visualizing and implementing ideas, we're not very good fundraisers," admitted Ciesicki. "Right now, we desperately need the help of the sailing community to continue with the next leg of our race. We have an immediate need to raise \$70,000 for capital improvements, and we have identified another \$50,000 of improvements needed in the next year. In fact, we hope to raise all this money in the next 30 days."

Check out the Center's website (www.TISailing.org) for the whole pitch. If anyone has any ideas, financial or operational, of how to help TISC reach its goals, contact Ciesicki at <code>ciesicki@msn.com</code>. "Any help is appreciated," said Matt. "Names of potential sponsors, gifts-in-kind, a commitment to teach a sailing class or come to a work party, a check for whatever amount, appreciated securities, anything." Donations are tax deductible.

"The Center belongs to all Bay Area sailors," says Ciesicki, "and we need your involvement."

indonesian tallship arrives this month

Anyone lucky enough to be on the water during the arrival of the Gold Rush tall ship fleet last July will remember the distinctive Indonesian cadet ship *Dawaruci*.

She wasn't the largest, nor the most beautiful under sail, yet she and her crewmen had qualities that endeared them to everyone we know of who spend time near her, or aboard her. To many, she was the favorite of the fleet. "Those young cadets had amazing energy and enthusiasm," recalls the event's de facto director, Alison Healy.

It was members of the San Francisco Yacht Club, however, who 'adopted' the ship and her crew when they learned how badly she was in need of supplies and support. Although the State of California reneged on its original offer to this ship and others of fuel and funds, the *Dawaruci* came anyway, roughly 7,000 miles across the Pacific to be part of the festivities.

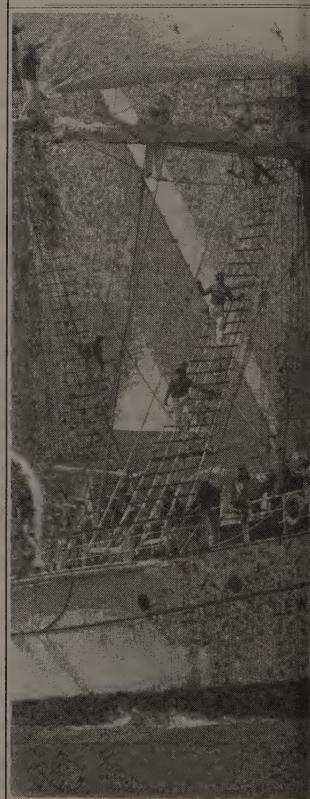
Largely due to the bonds of friendship forged during her July visit, the *Dawaruci* is coming back this month for a two-week stay in the Bay. As we go to press, she is bound for Hawaii, and on Friday morning, April 28, she will arrive under the Golden Gate. Both we here at *Latitude*, and the SFYC's Friends of *Dawaruci* strongly encourage you

continued on outside column of next sightings page

rope

Back in the old days before GPS and West Marine, rope was expensive stuff. To squeeze the most from what they had, sailing ship captains used to have days called things like 'rope yarn Wednesday' wherein sailors would splice together all the errant bits and pieces of old ropes into long, 'new' ones. That's where we got the term "to make ends meet."

Rope has been responsible for other colorful stops in the lexicon. "To the bitter end," for example, can be applied to



wisdom

all sorts of heroic, unpleasant or final situations, but where it originally comes from is the bitt where the anchor rode was tied off. That end of the rope was the 'bitt-er end'. And when you were at the bitter end, you were also "at the end of your rope."

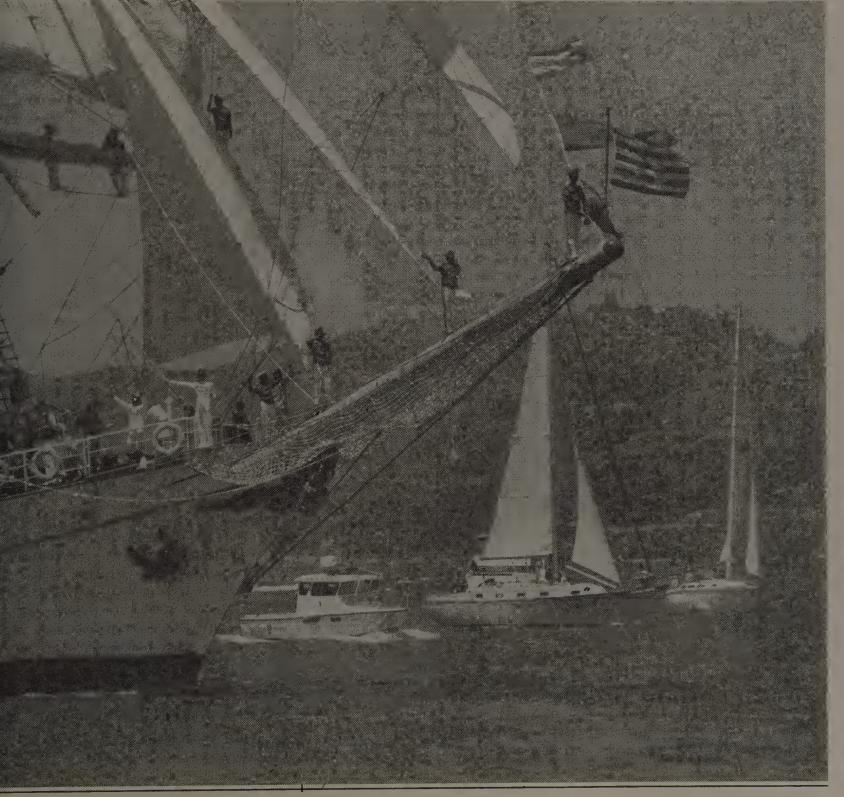
Of course, probably the most applicable word us sailors retain from the old-time use of rope is 'knot.' It comes from the time when sailors counted off how many actual knots in a reel of line ran out during one cycle of a sandglass.

tallship — cont.

to get out on the water to welcome her back. (Call the SFYC the day before, at (415) 435-9133, for the exact time of arrival.)

"These cadets are the cream of the crop," explains SFYC member John Hartono, who actually sailed as a cadet aboard *Dewaruci* at age 16. "It's a great honor to be chosen as a cadet. In 1999 there were 300,000 for the 200 cadet positions."

Hortono, an engineer at Bay Ship & Yacht, tells us the ship is in desperate need of a total refit, and that an international effort has been mounted to repair her. A variety of fund-raising events will take place while *Dewaruci* is in port, and she will be open for public tours daily. She will be anchored at Belevedere Cove until her departure for New England, May 8.



short sightings

THE CARIBBEAN → If you're planning a sailing charter in the Caribbean, you should expect to have a terrific time. But be careful if you decide to enjoy sex on the beach with a stranger. The drink by that name won't hurt you too badly, but the physical act could kill you. It's not something the tourist boards want to brag about, but the Caribbean has the second highest incidence of the HIV virus and AIDS in the world after Africa. Peggy McEvoy, of the Geneva-based UN-AIDS, told a health conference being simultaneously conducted in St. Thomas, Jamaica, Barbados, Trinidad and the Bahamas that between 500,000 and 700,000 people in the Caribbean are infected with HIV.

Numerous reasons were cited for what was frequently described as an epidemic: Society tends to encourage homosexual males to also have heterosexual relationships; many married men have other female sex partners; poverty encourages prostitution, and the fact that youth — children, actually — in the Caribbean tend to start having sex at a very young age. A survey of 8,100 schoolchildren in four English speaking islands, for instance, revealed that 42% had sex before the age of 10. By the age of 12 it was 62%. The ramifications are disastrous — particularly for young women. Eighty-seven percent of those between the ages of 10 and 19 who have the HIV virus are female.

MYSTIC SEAPORT (CONNECTICUT) — A full size replica of the slave ship *Amistad* was launched on the Mystic River on March 25. The 129-foot LOA ship, inspired by the 1997 Steven Spielberg movie of the same name, will be used, in the words of a press release, "as a sailing ambassador, teaching lessons of history, cooperation and leadership to Americans of all ages, interests and cultural backgrounds." The launch was attended by dignitaries from the African country Sierra Leone, and by descendants of the slaves who in 1839 rebelled aboard the original *Amistad* and took over the ship. The rebellion and later court hearings — none other than John Quincy Adams argued their case in the U.S. Supreme Court — are potrayed in the film, which we highly recommend if you have have not yet seen it.

PUNTA ALA — It loses something in the translation. . . In surfing through the web to confirm exactly where Punta Ala (home of the Italian America's Cup syndicate *Prada*) is, we came across this description: "Inserted in a refined environment, in a touristic center of international fame, surrounded by the pine forest and on the seashore, it rises in a tranquil and panoramic position, at about 500 meters from the beaches equipped with seaside establishment, overlooking the modern touristic port of Punta Ala. At the port, shopping center with shops, restaurants, discos, car renting, taxi and every kind of useful service. Possibility to practice all water sports; golf courses with 18 holes, horse back riding, tennis courts, mini golf."

Translation: Punta Ala is located on the Italian west coast about midway between Florence and Rome and you can do fun stuff there.

WASHINGTON, DC - In a turnabout, the EPA is being sued for refusing to regulate large ship pollution. According to the Blue Water Network, which brought the suit last month, large seagoing vessels "impose a significant smog burden on U.S. port cities," including Oakland and Los Angeles. EPA stats indicate that large commercial vessels emit 237,000 tons of oxides of nitrogen (NOx) every year, or about 748 tons a day. However, the EPA has never set established any standards or regulations for this pollution source as they have for autos. EPA argues that it does not need to regulate large ship engines ('category 3' engines are the largest and therefore worst polluters) because of an international agreement that supposedly limits NOx emissions. Blue Water Network points out that this 'agreement' is not enforceable and is unlikely to be any time soon. "An unenforceable treaty does not allow EPA to abandon its responsibility to regulate pollution in the United States," said Martin Wagner, attorney for the Earthjustice Legal Defense Fund (which filed the suit on behalf of Blue Water Network).

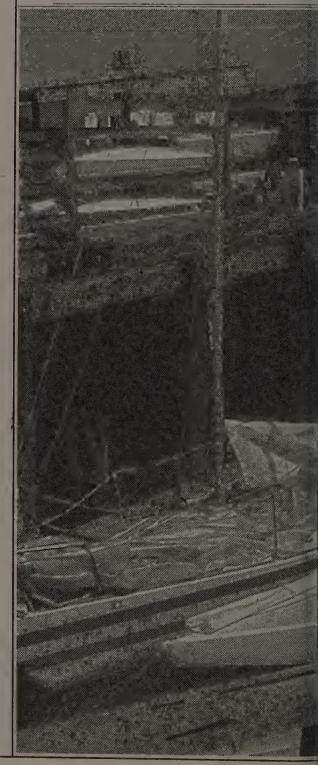
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smoke on the water

The Latitude 38 Spring Crew List is happening Thursday, April 6, at the Corinthian YC — and you're all invited.

Traditionally, our Crew List parties have been 'in-house' affairs where people taking part in our Racing, Cruising, Daysailing, Co-Chartering or Boat Swapping Crew Lists either met their prospective new boat mates.

In the last few years, however, we've supercharged the parties with demonstrations and personal appearances to the point that there's now something interesting for virtually every sailor. The Coast Guard has been a big part of this hap-



and fire in the sky

pen. The flare demonstration depicted below is one example. This year, we'll also have a canister liferaft deployment, and a Coast Guard rescue boat at the dock for your inspection. (Don't hold your breath, but this may be the year we finally get the okay for a helicopter rescue demonstration off the club, too.)

All this along with door prizes, munchies, a no-host bar and hanging out with a bunch of other sailors — where else can you get such a bargain for \$5?

The Crew List Party runs from 6 to 9 p.m. See the Crew List article in this issue for more information and directions.

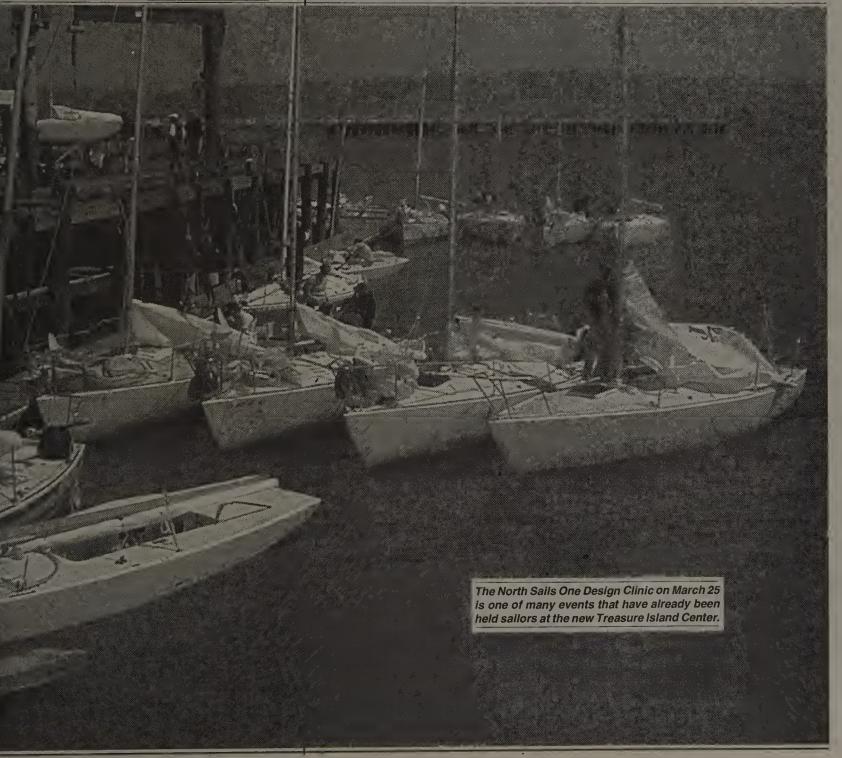
short sightings — cont'd

"While cities work to clean up land-based pollution sources and Californians take their vehicles in for smog checks, unregulated cargo ships. . . keep belching pollution into our cities," said Wagner.

ANTARCTICA — Be careful if you decide to take a sailing vacation below 60° South latitude in the next three or four years. That may be how long it takes for the largest iceberg ever observed to finally melt down to non-record size.

The berg calved off the Ross Ice Shelf last month. And how big is big? According to satellite data, this thing is 183 *miles* long by 22 miles wide and has a surface area of slightly more than 4,200 square miles. That's is roughly the size of Connecticut, or Bill Gates' next house.

The 'Big Bobber' formed from glacial ice moving off the Antarctic continent and into the sea. The birth of the berg moved the boundary of the Ross Ice Shelf 25 miles inward.







'Mugging' for the camera — Team New Zealand hoists the America's Cup after their victory against 'Prada' (helmsmen Russell Coutts Is at left in dark glasses; Dean Barker is at center with dark glasses.) Spread, NZL 60 leads ITA 45 just after the start of Race Two.

The dust has settled, the fat lady has sung, the champagne bottles are empty and the cheers have faded away. For a little while, it won't matter to most yachtsmen sailing the Hauraki Gulf if they miss a windshift or two.

But don't get too comfortable. The clock is already ticking down to the next time this confounding piece of water plays host to the America's Cup.

In case you missed it. New Zealand won the most recent spectacle last month. As with their victory over Dennis Conner in San Diego in 1995, their 5-0 annihilation of the Italian *Prada* team in 2000 was so absolute that we're surprised the Italians even remember it — post traumatic shock syndrome being what it is.

At this point, several weeks after the

massacre, we still shake our heads in wonder at how NZL 60, the second of Team New Zealand's two 'Black Magic' boats, could have beaten ITA 45, the first of Prada's two Luna Rossas, so badly. After all, the handsome 'silver bullef' Italian boats earned the right to challenge by bettering 10 other teams in five rounds in as many months, including an 11th-hour victory against the best America had to offer. Paul Cayard's AmericaOne team. That's almost 50 races and Prada won 38 of them.

Plus, they had been two boat testing the longest of any challenger, they had the biggest warchest of any syndicate—a claimed \$55 million with real estimates topping \$70 million—and they were never distracted by having to schmooze

and fundraise along the way like all the other syndicates. Everything was paid for by syndicate patrone Patricio Bertelli, the man who built Prada into a worldwide fashion empire.

Yet at the America's Cup, racing against Team New Zealand and their estimated \$30 million campaign (they have not released official figures), the Prada team looked as though they'd just arrived in town the day before and were sailing Luna Rossa for the first time. Their tactics were lackluster, their decisions often wrong and

MEN IN BLACK



AMERICA'S CUP 2000





their performance at times actually embarassing.

efore the racing began, it was pretty much even money on who had the better program. Strictly by the numbers, most prognosticators expected Prada to have an advantage in light air and running, while the slightly longer, slightly wider TNZ would likely excel upwind in fresh to medium breeze. Time on the water would have to favor New Zealand, whose team had been practicing pretty much ever since they got home from San Diego in '95. But the 'grit index' had to lean toward the battle-hardened Italians, right? And so it went as Cupophiles tested the equilibrium of the two teams. The bottom line: almost all non-biased observers expected it to be a close series. Virtually nobody expected what actually happened.

Here's a quick post-mortem:

Race 1 (2/20, TNZ won by 1:17) — In 8-10 knots of wind, supposedly Prada's conditions, Team New Zealand won the start and a short four-tack duel, edging a little farther ahead at each turn — and each mark — in a foreshadowing of things to come. Nobody's opinions changed too much, though. It was to be expected that each boat would incur losses. Maybe Prada was just being conservative. You know, holding back to take the measure of their overeager opponent before swooping in to victory.

Race Two (2/22, 10-17 kts, *TNZ*, 2:43)— "These are big boats, and if you make mistakes, they're usually big mis-

takes," noted New Zealand skipper Russell Coutts. In Race Two, *Prada* made big mistakes. After perhaps their best start of the series (they didn't win, but weren't that far behind), *Luna Rossa* hit some flotsam which wrapped around the keel. In the process of removing it, bowman Max Sirena got whacked by the flossing stick, opening up a gash in his head that took 6 stitches to close, and him off the boat. With only 15 crew, the Italians valiantly clawed away at *TNZ*s lead until their port jib car exploded during the third beat, trapping *Prada* (which was unable to tack) in *TNZ*s dirty air while the crew made the repair.

Race 3 (2/26, 7-16 kts, TNZ by 1:39) — As has been repeated endlessly from the start of this series, the first yacht over the starting line, the first yacht to pick

- MEN IN BLACK





Blackout in New Zealand — Above, while outwardly similar, 'Black Magic' (top) and 'Luna Rossa' were worlds apart in design. Center, Team New Zealand's program is so strong some prognosticators say they'll be unbeatable in '03. Their advice: get a program going now for a serious try in '06. Far left, it was standing room only as TNZ pulled back into their compound in Viaduct Basin. Top left, TNZ skipper Russell Coutts and 'Prada's Francesco de Angelis (with hat) could meet again when 'Prada' returns to America's Cup XXXI.

the right windshift and the first yacht to round the first mark wins an America's Cup race 80% of the time. Once again, New Zealand's *Black Magic* did all three. Coutts' starts were things of beauty — he was always where he wanted to be, had good speed and hit the line simultaneously with the gun.

Prada once again came briefly to life in Race Three, throwing 12 tacks at TNZ on the first beat to try to shake their cover. Failing that, they tried to ride up on the black boat during the first run, a tactic which worked to great effect in their Finals matchup against AmericaOne. Coutts wouldn't have any of it, though. He squeezed to windward when threatened and kept a position clear ahead for most of the run. After that, it was the same routine as the first two races: TNZ caught all

the correct shifts and sailed away to an unassailable lead.

Race 4 (3/1, 5-11 kts, TNZ 1:49) — As if the Italians weren't guzzling Pepto Bismol by this time anyway, in prestart, Team New Zealand rolled out their Code Zero genoa, a high-clew masthead sail that rolls off a furler in front of the headstay. It's measured as a spinnaker and thus illegal for use on any upwind leg. For this race, which started in a 6-9-knot breeze, the sail was used briefly by New Zealand — and for the first time in America's Cup history — to help the boat accelerate when needed to once again win the start.

However, a brief windshift helped *Prada* catch up and, after a couple of tacks, the Kiwis were unable to cross ahead. On the third cross Coutts and *TNZ*

tacitician Brad Butterworth elected to go to the right side of the course, and ducked the silver boat's stern. Wha. . . Could we actually have a *race* here? The sailing world gasped to see *Prada* finally in a position to control things — and gagged when they just let *TNZ* go without even attempting to cover.

Later, at the press conference, *Prada* tactician Torben Grael would explain that they thought the left side of the course would be favored. (The wind of course went right, favoring New Zealand.) Syndicate head Bertelli didn't buy it. Before the press conference even started he passed out a press release stating he did not agree with the team's "suicidal" tactics. Nothing like having the boss back you up when the going gets rough.

Race 5 (3/2, 15-24 knots, TNZ:48) —

AMERICA'S CUP 2000

Some 2,500 spectators boats assembled on the Gulf to watch the final race of America's Cup XXX. Arguably the most interesting race of an overall lackluster series, this race had the closest deltas, was raced in the strongest wind, had the most interesting pre-start and even featured a new helmsman aboard *Black Magic*. Eschewing a spot in the record books (more on that later), Coutts handed the helm over to 26-year-old 'B' boat driver Dean Barker.

Any glimmers of hope that Barker was more vulnerable than Coutts quickly evaporated as he gained the starboard tack advantage during the pre-start, then pulled up beside *Prada* and stopped. The silver bullet stopped too, just to leeward. Then both boats started drifting backwards. And drifting. And drifting. (At one point, there was actually a small 'bow wave' at each boat's stern and a little wake in front!) After 100 yards or so, they separated, dialed up again and Barker took the start by three boatlengths.

Prada was more 'in the hunt' this time, keeping within 25 seconds to a minute of TNZ throughout the race. It was all for naught. As cheers reverberated throughout New Zealand, Black Magic crossed the finish line for the deciding race of the 2000 America's Cup. Game, set, match, point. The financial Goliath had crumpled without even unsheathing his sword.

An estimated 40,000 cheering fans



Rock and roll has Deadheads and Parrotheads. New Zealand now has Cupheads.

greeted the two boats as they were towed back to Viaduct Basin, and 50,000 lined Queen's Street in Auckland for the victory parade a couple days later. In a show of class, *Team New Zealand* asked *Prada* to participate in the parade. In an equal show of class — a hallmark of everyone on the *Prada* team (except perhaps Bertelli) — they accepted.

Some final stats: TNZ won every start,

ALL PHOTOS BOB GREISER

was ahead at all 25 mark roundings, was on the correct side of the course for 9 out of 10 windshifts and had an average winning margin — average, now — of 1:39.

to why and how this lopsided defeat occurred. And new ones are coming out almost every day. Here's a sampling.

• Boats — Except for Black Magic's funny bow, NZL 60 and ITA 45 didn't look that different above or below the waterline. The Kiwis still aren't talking much about their black boats, but techies and designers have extrapolated enough empirical information to conclude that very different thinking went into the development of these two boats.

Using the analogy of race horses, think of *Luna Rossa* as a classic, elegant thoroughbred, the pinnacle of the breeders skill. She represents the cutting edge of in-the-box thinking. NZL 60, on the other hand, is equivalent to a biologically engineered, scientifically enhanced, equine-like animal that bends every rule but still—barely—fits within the parameters of 'horse.' The only 'in-the-box' thinking that remained on the Kiwi boat was how the crew carried their sandwiches aboard.

• Crew Work — "Put the Italian crew on Black Magic and the Kiwis on Luna Rossa, and New Zealand would still win,"

BACK TO THE FUTURE

At this writing, 10 teams from seven countries have already expressed interest in attending America's Cup XXXI. whose challenger trials begin in October, 2002, a scant 2 1/2 years from now. The Challenger of Record is Yacht Club Punta Ala, Prada's home club. Challengers of Record are in charge of setting up the Challenger series, and YCPA/Prada wasted no time in announcing an amended format: two round robins with each victory scoring the same number of points. Then two-thirds of the boats (maximum of 10) move on to the semifinal round, which will be conducted on a seeded ladder' system, whatever that means.

There will also be changes in the protocol (rules) for the 31st America's Cup-Look for new guidelines and/or clarifications regarding nationality; sharing designs and technology between same-country syndicates; and a biggie — allowing more extensive modifications to be made to older boats (before they have to be measured and renumbered as new boats), thereby encouraging their use.

Here are some more news, rumors and developments in our first 'preview' of A-Cup XXXI

• Young America president John Marshall announced March 6 that Prada had purchased both of their boats and all their equipment for an undisclosed stim (but estimated at \$8 million). "While we would love to try again, Young America will not field a team for the next America's Cup." said Marshall, noting that demands placed on supporters would be "too great."

• AmericaOne will not only be back in Auckland in 02, they're not even going to leave, at least entirely. The team is currently finalizing arrangements to keep their compound at reduced 'off season' rates. They'll cocoon the boats, pack everything into containers and set up an interim headquarters in an office trailer next to the St. Francis YC. According to

one report. Cayard already has \$10 million in sponsor commitments and the New York YC is supposedly discussing the possibility of going in with StFYC on the next Cup campaign

• Prada will start training in Italy in June, and likely reactivate their for-now closed compound in September or October to begin training, once again, in the New Zealand summer, in the meantime, the team will support the Olympic campaigns of several members, including Torben Grael (Stars) and Rod Davis (Soling).

• Nippon will be back for its fourth go at the Auld Mug, but probably not with Peter Gilmour at the wheel. Gilmour hasn't been asked, for one thing, and for another he says he'd like to be involved in an Australian campaign if the opportunity presents itself.

• Dennis Conner has said he'll return "if we can raise the money." But isn't that what he says every time? DC will be back.

- MEN IN BLACK



you can bet on that, but it might not be under the Cortez Racing Association of San Diego, Yacht clubs in other areas of the U.S. including Florida, have expressed interest in supporting *Team DC*.

• Dawn Riley has said she would like to keep America True alive and also has plans to be back in Auckland in '02. Unfortunately, the syndicate can't retain its compound because a new high-rise build-

That of Black Magic — note 'X' arrangement of diagonal shrouds.

ing is slated to be built on the site.

• Verbal committments have also been received from Australia (we knew Syd Fischer couldn't 'retire' as long as he was breathing), Sweden, Spain and France. In fact, with the exception of Young America and Abracadabra, it'll be like old home week in Auckland in a couple of years. At

goes a popular comparison making the rounds. A more stinging appraisal came from former Hood Sails president (and former owner of Hood Sails, NZ) Chris Bouzaid, who observed, "*Prada* was the fastest challenger, but her crew and afterguard were probably a bad fourth." The closest challenger crew to the Kiwis? "Probably *Stars & Stripes*," he said.

• TNZ's mast — In an interview with Gary Jobson, Dennis Conner labeled the 2000 America's Cup "The Year of the Masts." Among the features of TNZ's radical Southern Spars "Millenium" mast: an elongated fore-and-aft section, three spreaders rather than four, and the diagonals arranged in an 'X' formation between the spreaders. The arrangement allowed the shrouds to be half the size of the diagonals on the other boats. The combination of one less spreader and smaller shrouds meant considerably less weight and windage aloft.

The increased chord section helped obviate the need for a fourth set of spreaders. It also helped stiffen the upper part of the mast. International America's Cup Class (IACC) boats carry so much roach in the top of the main that they need good control of the mast up there to control the sail shape.

In Conner's opinion, this rig "was the technological breakthrough" of the series.

(In addition to the radical mast, the Kiwis invented a way to lower the topmast running backs to the deck when sailing upwind, reducing weight and windage

this writing, no new syndicates have announced plans, although several (including two other Australian efforts) are said to be talking seriously about it.

• Soon after the Cup racing was over, there was a brief flurry of talk of a single American 'super-syndicate'. But who's kidding who? That's about as likely to happen as the Giants, A's, Dodgers and Angels forming a 'super team' to beat the Yankees. In our opinion, there's too much talent (and ego) in America for that idea to ever get past the talking stage.

• Both 1999 Rolex winners were chosen at least in part for their participation in the recently completed America's Cup. Rolex Yachtswoman of the year is Dawn Riley, and the Yachtsman is Eric Doyle mansheet trimmer on Stars & Stripes. [See The Racing Sheet for more on these prestigious titles.]

• The first entry deadline for the 31st America's Cup is March 1, 2001. Gentlemen, start your engines.

POTPOURRI

· TNZ's fourth victory occurred on March 1, Russell Coutts' 38th birthday. It also matched a record for the longest continuous string of victories by one skipper in America's Cup history. Coutts joined the legendary Charlie Barr who chalked up nine straight victories in three America's Cups between 1899 and 1903 (when the races were held every two years, the format was best-of-five and the yachts carried handicaps). Those nine victories were against Sir Thomas Lipton's first three Shamrocks. Because Coutts turned the helm over to Dean Barker in the last race, he (Coutts) will have to wait until '03 to possibly beat Barr, who is currently the only American skipper he hasn't beaten.

• In the first race of the America's Cup, 14 of the 16 crew aboard *Black Magic* were veterans of the Cup-winning 1995 crew. Nine of them remained aboard for the duration of the series. The oldest crew of the series was also aboard NZL 60. He was 54-year-old physicist/design coordinator/wizard Tom Schnackenberg.

• According to *Prada* head Patricio Bertelli, Prada did not enter the America's Cup to make money. Nevertheless, the exposure generated so much extra business that, according to one source, the syndicate's total expenses (the claimed \$55 million) were covered *before the semi-final round was over*! We hope this is not lost on potential sponsors for the next America's Cup.

America s

aloft even more.)

• Weather — 'Retired' weather guru Bob Rice ran the weather side of things at the Kiwi camp (as he did in San Diego in 1995). As a result, the critical forecasting was second to none. Unlike the forecasters for most other syndicates, Rice showed the capricious breeze of the Hauraki Gulf was predictable.

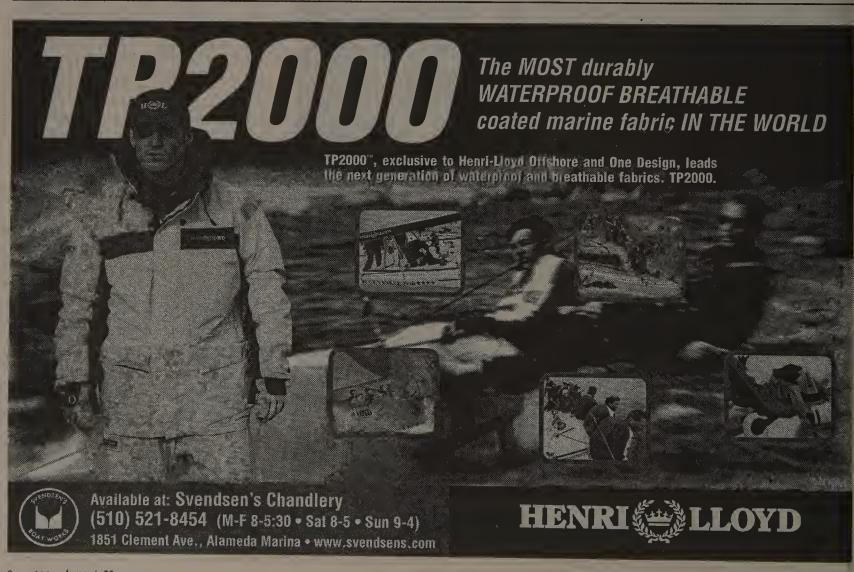
Or maybe *TNZ* was just incredibly lucky to be on the right side of nearly every windshift.

The pattern you can see emerging here is that, as prepared as *Prada* seemed to be, they were babes in the woods compared to Coutts and the rest of *Team New Zealand*. A lot was made about boats being 'generations' apart, but in this case, the whole Kiwi effort was a generation removed from *Prada* and, it must be assumed, the other teams.

Of the many implications *Prada*'s defeat has to future Cups, perhaps the two scariest are: 1) Many observers close to the racing feel the Kiwis didn't show their boat's full potential because they didn't need to. And 2) With such a short lead time to the next Cup (three years instead of five), it seems unlikely — barring a complete breakthrough boat — that any team can beat New Zealand in 2003. The good news is, most of the same syndicates that were just there will be back to try.

Only time will tell how it all plays out. And the time is already ticking away.

— latitude/jr



CARROLL MARINE

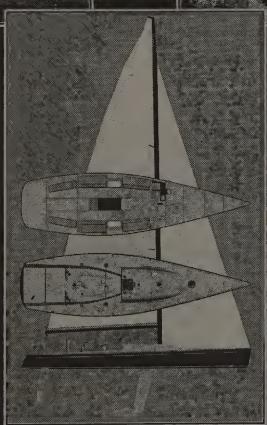
The Future of Sailing



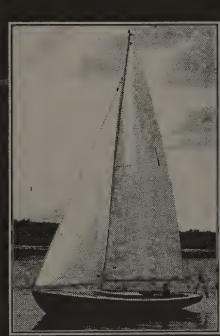
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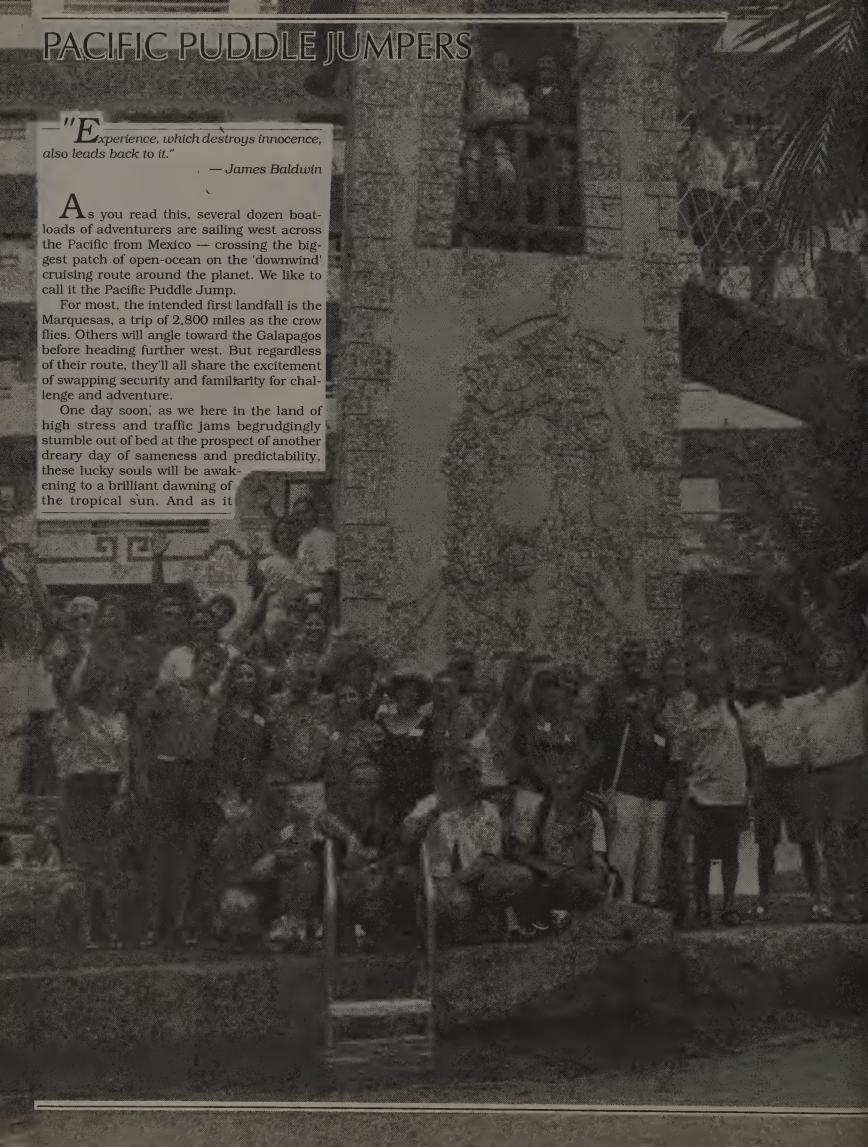
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PACIFIC PUDDLE JUMPERS



Adrian and Milan of 'Amalthea' have their sights set on Moorea and the Solomon Islands.

inches over the eastern horizon, the faint silhouette of an island will become visible to the West. "Land ho!" the helmsman will call with elation. "We made it!"

As the steep, verdant slopes of Nuku

Hiva or Hiva Oa come into focus, these spirited Puddle Jumpers will enter an exotic world that most people only visit in their dreams; a world of lofty volcanic peaks, palm-shrouded beaches and ancient civilizations whose ancestors completed blue-water voyages of colonization thousands of years before Europeans stopped worrying about falling off the edge of the earth.

We caught up with the group at Puerto Vallarta's Paradise Village Marina, literally hours before the first boats set sail. As you'll read in these pages, motivations for making this ambitious trek are as diverse as the backgrounds of the voyagers themselves and the boats they sail on.

As we go to press, the magic of on-board email has advised us that the first group to depart from P.V. have had only one real problem — insufficient wind. "Overall," report Larry McGill and Lena Blais of the Slocum 43 Allons'y, "spirits remain high and a few crews are even dining on fresh-caught fish."

Amalthea — Aloha 10.4 Milan & Adrian Ford, S.F.

"She's looking forward to getting there," says Milan, "and I'm just looking forward to an extended sail." Although they are attracted to the cruising life for different reasons, both Adrian and Milan have been dreaming about this South Pacific cruise for years. Milan, who's now in his 60s, has been sailing since he was a teenager, and he introduced Adrian to the sport as soon as they got together 13 years ago.

Like many Puddle Jumpers, the Fords' itinerary is open-ended and they plan to take it slow. Rather than racing through the islands en route to New Zealand, they will explore French Polynesia this season, then will probably head north for the cyclone season before continuing their westward migration. Moorea and the Solomon Islands are on their 'must see' list.

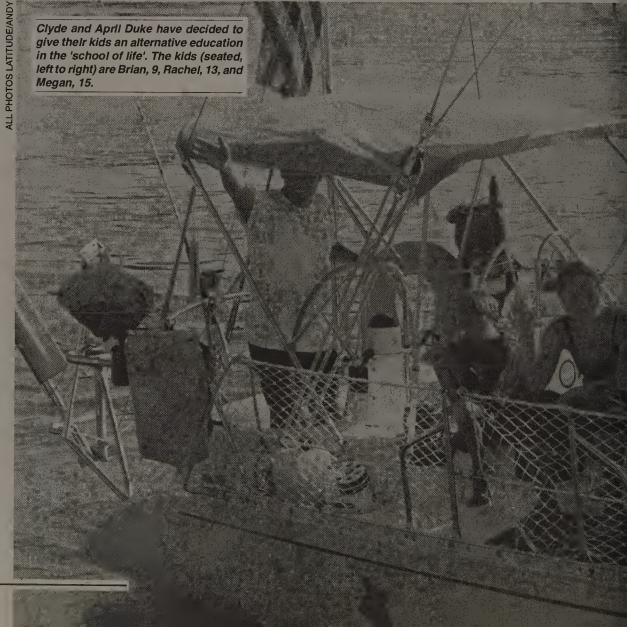
According to the Fords, this Ted Brewer-designed 34-footer is a great cruising boat. Built in Ontario, Canada, they're confident of her ocean-going abilities, having done a previous stint cruising aboard her from '92 to 95. "We've owned her for 15 years and we wouldn't

trade her. . . except maybe for a catamaran," says Milan.

Kookaburra — Frers 51 The Duke family, Eastsound, WA

Now this is our idea of family bonding. One of several families in this year's fleet, the Dukes are taking a bold departure from traditional child rearing to give their kids a *real* education in the school of life. And to our way of thinking, their children are at an ideal age to make the most of it — old enough to fully participate in sailing activities, and able to glean valuable lessons from visits to foreign cultures.

Having to leave their friends behind on Orcas Island (in the San Juans) wasn't easy for Megan, 15, Rachel, 13, and Brian, 9. But the adventures they are bound to have should far outweigh any homesickness, and they've already met some other ocean-going kids they can keep in touch with via marine email. Along the way,



— CHASING THE DREAM



Sandy and Dan not only learned cruising skills from John Neal, they bought his boat, 'Arahina'.

mom (April) and dad (Clyde) will keep them up with their ABCs via the Calvert

home-schooling system.

Kookaburra's itinerary is flexible, but making it to Sydney for the Summer Olympics has been discussed. No matter what, however, Clyde and April have

promised to have the kids back home for the start of school in the fall of 2001, when Megan will be a junior in High School. By then she should excel in geography.

Arahina — Halberg Rassy 43 Dan & Sandy Elkins, Coeur d'Alene, ID

Dan and Sandy offer evidence that you don't have to be millionaires to realize the cruising dream — they're salt-of-the-earth blue-collar types. Before casting off the docklines last fall, Dan worked as the saw shop manager in a mill and Sandy was a school bus driver. Living as they did in Idaho, their example also proves, of course, that you don't have to live by the water to pursue the cruising dream either.

They were first introduced to blue-water voyaging in '93 when they signed up as paying crew on a South Pacific passage with long-established offshore sail-

ing gurus John Neal and Amanda Swan.

Despite enduring a ferocious storm in Fiji, the trip ignited their cruising fantasies. And today, you might say they've come full circle. While on the Fiji trip with Neal they learned that his boat, a stout Halberg-Rassy 42, was for sale. At first they thought it was out of the question, but gradually the idea sunk in. They even-



Nancy and Tom of 'Equinox' found each other through a Latitude 38 crew ad.

end, just in time to face a whopping storm that packed wind gusts up to 70 knots—and they ran with it for 18 hours, hand-steering all the way.

Hopefully that's the worst weather the *Arahina* crew will ever see during their planned 8-year circumnavigation.

Equinox — Pearson 42 Tom Stack & Nancy Darden, Port Townsend, WA

As they consider the many possible landfalls that lie ahead of them, Tom and Nancy are most interested in getting to out-of-the-ordinary places like Niue, where a friend reported the water to be unbelievably clear. "We look forward to interacting with the indigenous folks," says Nancy.

Tom and Nancy's romance is like something out of a cruiser's fairy tale. For years before they met, they had both been dreaming about long-term cruising. When Tom bought *Equinox*, he felt he had the right boat, but he needed a companion to share the adventures. So, like many before him, he ran an ad in *Latitude* which



Despite enduring a ferocious storm in Fiji, the trip ignited their cruising fantasies.

tually bit the bullet and went for it, and so far they have no regrets.

Arahina proved herself when Dan and Sandy were heading south last spring. They approached the L.A. area on Easter weekNancy answered and. . . You can figure out the rest.

As to a timetable, theirs is open-ended. "We're just going to steer the pointy end of the boat west," they say with a smile.

Dreamtime — Norseman 44 Del & Carol Weins, Juneau/Salt Lake

There seems to be a disproportionate number of Alaskans heading into the South Pacific this season. But then their

PACIFIC PUDDLE JUMPERS



The three kids aboard 'Loafer' do schoolwork every morning — except in rough weather.

motivation to get to sun-baked beaches is stronger than most.

Perhaps it's that frontier spirit, though, that's pushed Del and Carol into this bold endeavor — they claim to have had very little sailing experience before moving aboard *Dreamtime* and hitting the cruising circuit three years ago. It's been a glorious experiment so far, although Del advises would-be cruisers to, "Obtain a license to print money, and remember the meaning of the acronym, BOAT: 'break out another thousand'."

On their trip south during the fall of '98, the punishment they endured along the Oregon coast was like a *bad dream*, but life has been much mellower in Mexico. "The people have been super," says Carol, "very friendly and helpful everywhere we've gone."

Being lovers of deserts — they haven't always lived in Alaska — the couple looks forward to seeing the vast open tracts of Australia. Also on their list of 'musts' is a trip up the Red Sea, where they hope to spend time in Eritrea. Goes to show, not everyone is hell-bent on getting to Bora-Bora, Vava'u and Auckland.

Brant Calkin and Erik Golts will be along on the crossing.

Loafer — Kelly-Peterson 46 The Kent Family, Ventura

Knowing full well that it's grossly un-

fair to dis' our parents for not being as hip as some others, we can't help asking, "How come our mom and dad never pulled us out of school and took us cruising?"

Although their kids are naturally a bit reticent, it seems like this mom and dad (Brian and Bridget) have a clear vision of what they're doing and have planned well. Brian, who is former racer with six TransPacs and 10 Mexican races under his belt, will keep the boat running while Bridget, a former school teacher, will practice her craft with the kids each morning. She's structured her own lesson plans with the blessings of the Ventura School System.

Although plans are not set in stone, a 3-year cruise is envisioned. When asked what places they'd like to see most, big brother Jeff, 12, and his sister Marie, 7, both agreed on Australia and Tahiti, while 10-year-old Stuart simply said, "anyplace that's not cold." They've met lots of other cruising kids during the five months since leaving home — and Jeff recently won a kids' surfing contest at Tenacatita.

Wherever the trade winds take the Kents, the trip is apt to be a pivotal experience for all of them. As Bridget says, "This is a chance to have something special that will belong to our family always — memories are better than dreams."

Tesla — Island Packet 40 Frank McGee & Dave Hare Sun Valley, ID

Frank and Dave list themselves as co-captains, but they have distinctly different sailing backgrounds: Frank is a neophyte sailor, while Dave is an old prowho's coming along on *Tesla's* circumnavigation as a full-time sailing coach.

Frank, 32, is *Tesla's* owner. He couldn't make it to our party, but we're told he is a successful entrepreneur and an avid out-doorsman from Idaho who was struck by the notion of sailing around the world as a personal challenge worth attaining. With no offshore experience of his own, he teamed up with Dave for the big adventure.

Dave, 43, is a lifelong sailor with a dozen South Pacific voyages under his belt, as well as a circumnavigation aboard his own Swan 38. Since both Dave's father and grandpa were wooden boat builders by profession, it's fair to say



Canadians Andre and Noel of 'Volovent III' exhibit their joie de vivre.

that sailing is in his blood — in fact, his first memory is of poking his head up through a foredeck hatch to puke his guts out.

The pair will doublehand to Tahiti, where Frank's wife and four kids will rendezvous for a spin around the islands. *Tesla* will be laid up in Fiji or New Zealand for cyclone season while Frank and Dave return briefly to the real world. They'll continue west when the weather breaks.

With a six-headed 'Hydra' on their chute and a lava lamp at their bedside, Candace and John of the battleship 'Sea Ray' are ready for action.



— CHASING THE DREAM

Sea Ray — Hydra 46 John Yeamans & Candace Paris, CA

"We would have come south with the Baja Ha-Ha fleet," said John with a wink, "but we had trouble getting our lava lamp installed." No, he wasn't joking. Sea Ray really does have a working lava lamp in her master cabin.

But that's not the only unique feature of Sea Ray. In fact, she's undoubtedly the most distinctive boat in the fleet - as well as the oldest. Designed by Kurt Reinke and built of aluminum, her hard-chined hull is said to be a cult classic, in Germany. Although Sea Ray is not the sexiest boat in the fleet, we have no doubt that she will serve John and Candace well, as she seems to be built like a seagoing tank. "I take comfort in that, in case I run into anything," says John. Before this jovial pair got hold of her - dumping an astounding \$200,000 into her restoration she was owned by Canadian singlehander Sebastian Reidl who entered the '98-'99 Around Alone race.

Self-described nonconformists, Candace and John will probably take the 'long route' to the South Pacific, stopping first at the Galapagos and other less-traveled isles. But, hey, what's the rush? They plan to be 'out there' for a decade or so.

Volovent III — Beneteau 390 Andre Obadia & Noel Ange

Some folks look a bit anxious when they're about to head off across an ocean, but not Andre and Noel. These two French Canadians seemed to be downright jubilant.

Andre, who started sailing at the age of 15, spent two years exploring the Central American coast during the early '90s, returning home to Vancouver via Hawaii. This time, he's going for the whole enchilada, so to speak, anticipating a full circumnavigation via the Red Sea route. Noel, unfortunately, can only ride along as far as Fiji due to the mundane requirements of the workaday world — of course, that beats just pipe-dreaming about passage-making, which is what most of us do.

Andre's primary motivation for voyaging is to put "spice" in his life, "and to keep it exciting as long as I can. Sailing helps make that happen!" Noel adds, "Once you accept the sailing lifestyle, it becomes a habit; you surrender to the magical attraction of the sea."

Wile E. Coyote — Nordic 40 Jim Lawe, Ketchikan, AK

The only single-hander in this year's fleet is Alaska native, Jim Lawe. Now 54, he left Ketchikan five years ago in search of sunnier sailing climes. And although you could hardly call the San Juan Islands 'tropical', he likes the region so much that he

lingered there for three years before heading further south.

Jim arrived in Mexico only last fall, but is nevertheless ready to 'jump the puddle' with this year's fleet. Plan A is to work his way through French Polynesia, cross to New Zealand to pay a visit to some relatives, then head north through the Mariana Islands to Japan, on to Russia and finally back home to the Aleutians—not your typical South Pacific circuit.

So how did Jim garner a cruising kitty substantial enough to finance his openended cruise? "I owned a television sales and service shop," he explains, "in a town that sees 9 months of winter weather."

Ni Modo — Gulfstar 41 The Cagle Family, Puerto Vallarta

Personal pride keeps a lot of sailors from admitting to their lack of expertise, but not Ron and Kristi Cagle. By their own admission they don't really know much about sailing, but that isn't stopping them



Ron and Kristi of 'Ni Modo' admit they're not super sailors, but Lauren, 11, and Stephanie, 9, trust them and they've got 'Salling for Dummies'.

south, with only a Sailing for Dummies book to guide them — neither had ever had any sailing instruction.

Ron recalls asking, "Why do people spend so much time taking sailing lessons?" as they ghosted along in a light breeze. "This is a piece of cake!" Shortly afterwards, however, they became horribly entangled in a massive kelp bed and weren't able to work their way out of it for 15 hours

Despite their lack of experience, we get the feeling these folks will do just fine — they've got a great attitude and plenty of enthusiasm. Having lived in Puerto Vallarta for 12 years, the girls already speak Spanish and, among other subjects, they are now studying French which should come in handy in Polynesia. Lauren, who reportedly likes to climb to the top of the mast and read, will be the

"This is a chance to have something special that will belong to our family always memories are better than dreams."

from setting sail on an around-the-world cruise with their two daughters, Lauren, 11, and Stephanie, 9.

Ron recalls that he first got the voyaging bug when, at the age of 14, he read about Robin Graham's solo circumnavigation aboard the 24-ft sloop *Dove*. He never acted on it, however, until a couple of years ago when he and Kristi jointly developed the idea of learning to sail. Talk about blind faith! They found a Coronado 35 they liked in Oxnard and headed

official navigator, while her little sister, Stephanie, will be the, ah. . . quartermaster. "She just wants to be sure we have plenty of stuff to eat," says Lauren. Both girls are also learning how to operate the ship's radios.

Allons'Y — Slocum 43 Larry McGill & Lena Blais, Friday Hbr

As we learned when Larry and Lena joined the '98 Baja Ha-Ha, *Allons'Y* is French for "Let's Go." And they've been —

PACIFIC PUDDLE JUMPERS

on the go for a while. After living aboard for years in the cold waters of the Pacific Northwest, they've had a wonderful stay in sunny Mexico, and have made a lot of new friends. "We can't say enough about how wonderful the Mexican cruising community is," says Lena.

Now, however, it's time to push on — their plans were to be among the first to shove off from the coast this year.

Although they loved exploring their home waters, including Alaska, they're now anxious to get to renowned tropical destinations like the Great Barrier Reef. At 42 and 46 respectively, Lena and Larry are among the youngest escapees this season, but as Larry advises other would-be voyagers, "Do it while you're young — you can always go back to work." (He and Lena were both environmental contractors.)

"Don't be intimidated," adds Lena. "Set a schedule and stick with it. Ready or not,



Vince and Malene of 'Itchy Feet' love the cruising life — and their cat has adjusted.

just get out there." (The pair is waving from the tower in the group photo.)

Pasa Tiempo — Yorktown 39 Rob & Monica Lambert, L.A.

As soon as we saw Rob, with his distinctive gray ponytail, we remembered him from the

'96 Baja Ha-Ha. We soon learned, however, that in '96 Rob wa's still dreaming about cruising while slaving away in his L.A. canvas shop. It was his identical twin, Rich, who we'd met (aboard *Eagle's Pride*).

This year, the shoe is on the other foot. Rob and his wife Monica are off adventuring while brother Rich is home minding the store — and their customers probably can't even tell the difference.

Both Rob and Monica have extensive offshore sailing and foreign cruising ex-

perience, which will serve them well on their planned three-year circumnavigation. They've both been nurturing their globe-trotting fantasies for years. Since Monica's dad was in the merchant marines, she grew up around boats, and when Rob was a kid, his dad loved to read him nautical epics like *Men Against the Sea*, *The Bounty Trilogy* and *Kon Tiki*. His father was shocked, however, when Rob announced his cruising plans. "I was trying to inspire you to *read*," exclaimed dad, "not to go off cruising."

Another Ha-Ha veteran, Larry Langston, will be along as crew.

Itchy Feet — Swift 40
Vince Comell/Malene Martenson, S.F.

"Hey, we remember you," we said when we bumped into Vince and Malene, "You're the one's whose disgruntled cat peed all over your bunk on the first night of the '98 Ha-Ha." It was a lousy way to be remembered, but we understand that the feline has since adjusted nicely to the cruising life.



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— CHASING THE DREAM

If our memories weren't so foggy, we might also have remembered this jovial couple from '94 when they joined several Latitude staffers on a bareboat flotilla to ronga. "When we returned," recalls Vince, we started looking for an ocean-capable boat."

After spending two wonderful seasons n Mexico, where they regard La Paz, Cenacatita and the Copper Canyon as nighlights, their philosophy toward their Bouth Pacific itinerary is absolutely rigid: Our plans change daily and we're sticking to them."

Judy Sadlier of Ft. Lauderdale will also rew on the crossing.

Astraeus — Fraser 41 Bill Sax, Vancouver

Lots of folks cash in their chips to go ruising, but Bill literally "sold the farm" finance his upcoming adventures. Bill, 2, who was born and raised in Holland, ut is now a Canadian citizen, really was farmer in Alberta before setting sail.

While Bill worked the fields, he kept

his trusty steed in Vancouver and often raced her with a crew of seven. On the crossing to French Polynesia, however, doublehand with friend Chris Watson, 39. Then, at some point in the South Pacific, Chris will have to return home, and Bill will continue his circumnavigation singlehanded if need be.

Like most of his ing cruising with mom fleet-mates, Bill's plans are loose, but diving in Australia, and exploring Greece, Turkey and the Caribbean are high on his list of anticipated port stops. With such ambitious plans his boat's name is well chosen — it means "God of wind and water"



"Who need's kindergarten?" says six-yearold Kate Ra of 'Moonlight Voyager'. "I'm going cruising with mom and dad!"

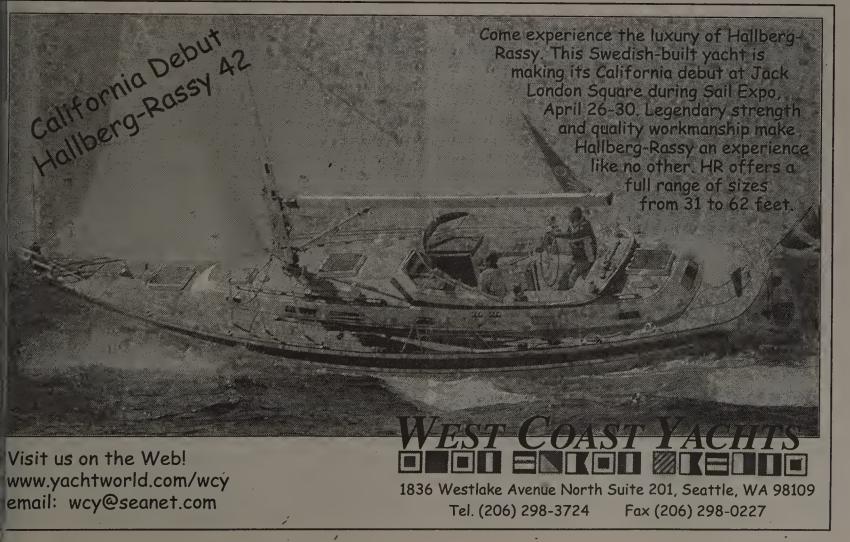
Moonlight Voyager —
Cascade 36
The Rak-Kelly Family,
Scappose, OR

When asked what they'd tell others who are thinking about longterm cruising, Tom Rak and Lee Kelly say, "Stay home! Working is more fun than cruising." Having done "the milk run from San Diego to New Zealand and back" aboard a Vancouver 25 during the mid '80s when they were still in their twenties, they're a bit shocked at the number of boats out cruising these days.

the fact that Tom and Lee have taken their six-year-old daughter Kate Ra out of kindergarten to show her the wonders of the

world first hand, we know they place great value on the cruising lifestyle.

They, too, attribute at least part of their cruising inspiration to having read Robin



PACIFIC PUDDLE JUMPERS

Lee Graham's best-seller, *Dove*, But while Graham was only 16, young Kate Ra has been sailing since she was a year old. After crossing oceans, snorkeling in pristine tropical lagoons and viewing marine mammals up close, she should be light years ahead of her contemporaries when she finally returns to grade school in a couple of years.

Tsonoqua II — Maple Leaf 48 Norm McKenzie, Vancouver

"Look back and you stumble," says Norm. "Look ahead and you can run."

Among this year's contingent of adventurers, Norm is one of the few who's already done a circumnavigation — although that trip was aboard a motorcycle in 1959-61. Apart from the trip south from Vancouver three years ago, the Puddle Jump will be Norm's first offshore experience, although you could argue that he knows his boat better than any other passage-maker — he built her himself in his backyard during the late '70s.

Norm, who seems to possess a youthful spirit despite his 60-odd years of age, will be joined on the crossing to Polynesia by a multinational trio of thirty-some-



Vlad and Paula of 'Tethys' are unplugging from the tech world to go cruising — again.

things: Karen, Wendy and Armand. With an open-ended schedule, *Tsonoqua's* future cruising plans won't be decided until she's comfortably at anchor in the South Pacific.

Tethys — Bayfield 36 cutter Vlad Svetlovsky & Paula Roberts, Vancouver

"Take it one step at a time, but take the first step," say Vlad and Paula about embracing the cruising dream. And having sailed together for 20 years, they know a thing or two about cruising successfully.

Since the late '80s, they've done several long-distance stints aboard *Tethys* (which was named after a Greek goddess) including an ambitious trip from Toronto to Grenada and back. Their advice to future cruising classmen: "Take a shakedown cruise and use all that gear *before* you take the big step."

The two former computer techs left Vancouver last May and have greatly enjoyed their stay in Mexico, and the "wonderful Mexican people." Now, they plan to island-hop to New Zealand and Australia, then. . . "Who knows?"

Kewil Melelya — Westsail 42 Tim & Adrienne Kane

The Kanes, who've been married for 20 years, love being asked, "Where did you meet?" because their answer is truly unique: "We met on the Tauranga to Vila Race back in '76." (New Zealand to Vanuatu, that is.)



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— CHASING THE DREAM

They got married the next year and bought the hull of this stout Westsail 42 shortly afterwards. In the years that followed, they built her up from a bare hull in the backyard of their rented house in Novato. Now, 20 years later, she'll carry them to New Zealand, Adrienne's place of birth, where they plan to live permanently.

"We plan to island-hop through the South Pacific and get home to Mom by Christmas," says Adrienne in her still-discernible Kiwi brogue. They've had a wonderful winter in Mexico, but are now anxious to get to long-dreamed-about places like Samoa and Tonga. Adrienne grew up sailing in New Zealand waters, but there's much of the South Pacific she's still eager to explore.

Tucumcari — Custom 33 Bob & Cyn Terra Starr, Bay Area

Ever see a half-built boat lying idle in some farm field and wonder if she'll ever sail? Well this one did. Bob built her in an Oregon barn 15 years ago and has been sailing her actively ever since.



Bob and his "better woman," Cyn, are eager to reach far-flung destinations aboard 'Tucumcari'.

In the mid-'80s he sailed out to Australia and back with his ex. He indelicately sums up his current campaign as, "Same boat, same man, better woman." Ouch! That hurts.

The "new woman" (of seven years) is Cyn Terra-Starr, who is a relative newcomer to sailing, but is no stranger to world travel. Among the places she's looking forward to revisiting is Southeast Asia, while Bob looks forward to re-exploring the Solomons and Tuamotus. Wisely, they also plan to spend lots of time inland in places like Thailand, Indonesia and Europe.

Having done some extensive voyaging in a simpler time, Bob cautions would-be cruisers to be leery: "Don't overcomplicate your boat to the point that you become a slave to it." It's good to find a happy medium, he explains, between being well prepared and being anal. Speaking of which, he advises that "You can get T.P. everywhere!" Bob was reacting to news that one cruising couple was bringing along a year's supply of toilet paper.

Rubicon — Gulfstar 43 Matt & Elizabeth Lange, Lake Tahoe

Some would say Matt and Elizabeth, who are 43 and 36 respectively, aren't ready to go cruising — heck, their boat's not even paid off yet. But that's not stopping them.

They have wisely adopted the attitude that it's better to pursue grand adventures





PACIFIC PUDDLE JUMPERS

sooner rather than later. "We saved enough money to either pay off the boat and be broke, or go cruising and make payments along the way," explains Elizabeth. At the end of two years they'll probably have to abort their cruise and return to work, but as Matt says, "Hey, you can always go back to work." Both he and Elizabeth were chefs at South Lake Tahoe.

They both love scuba diving, snorkeling, beachcombing and hiking, and are therefore most interested in lingering at destinations that lie off the beaten track. "We're after the cultural experiences," says Elizabeth, "that you only find in the less-traveled places."

Both are life-long sailors: Matt grew up surfing and sailing in SoCal; Elizabeth's dad "built the first family boat in the liv-



We knew Matt and Elizabeth of 'Rubicon' had the right attitude as soon as we asked them to strike an unusual pose — they climbed a tree.

ing room and the second in the backyard"
— and she's been sailing ever since.

As the Puddle Jump fleet works its way toward the idyllic landfalls of French Polynesia, we salute their bold endeavor — and wish we could be there with them. In an age when most Westerners seem to have their heads buried in the sand, singularly motivated by the accumulation of material wealth, it's refreshing to find a group of spirited folks such as these that are willing to put the 'real world' on hold and take a giant step into the realm of unforseen challenges and adventures — the stuff that makes life worth living.

— latitude/aet

The boats below are also part of this year's Pacific Puddle Jump Class of 2000, but were either unable to attend our P.V. party or declined an interview:

Andor	Westsail 32	Ron Trent & Carol Ponczek	San Francisco
Astrolabe	Maple Leaf 42	Dave, Laura & Taryn Dobson	
Desperado	Baba 30	Crazy Cal & Little Beaver	Anchorage, AK
Gray Hawk	Spenser 44	Shane, Sue, Natalie & Trevor	
Happy Now	Island Pkt 45	Dudley & Philippa Nigg	Pt. Richmond
Lucid Dream	Mason 43	Jim Houston & Patti Sutter	Anacortes, WA

Phantom	Nordic 44	Dale, Tina, Austin & Kaitlin
Reba	Celestial 48	Steve & Jamie Sidells Incline Village, NV
Remedy	Island Packet 45	Gary & Jeanne Hitchings Anchorage, AK
Sawleeah	Fraser 42	Ron Caple & Darlyne Farrell
Scaldus	Devries 50	Rich, Marcie & Lauren
		Jack & Rosemary Fogarty San Francisco
	48' Gaffer	Bill, Heather & Ann Gardam
	LaFitte 44	Bert & Sharon Barnes Portland, OR
Trlumph	Cross 46 Tri	George, Tish and Toby Nevada City, CA

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EYE ON THE BAY

Saturday, March 18, was a great day to be alive. The sun was shining, the weather unseasonably warm, a nice breeze was blowing and the rain was finally, thankfully gone. At least for a while.

The photos on the next four pages are the results of our various forays into the land of the living on that lovely day — which as it turns out was the last day of winter. One editor spent the afternoon on the water photographing races, faces, places and whatever else struck his fancy. Another was roaming the backroads doing much the same thing — taking some photos that he needed and some just because. . . well, just because. Both were as usual kicking themselves for not actually being out there sailing themselves, but that's the nature of the beast. We often end up going sailing when you guys are working.

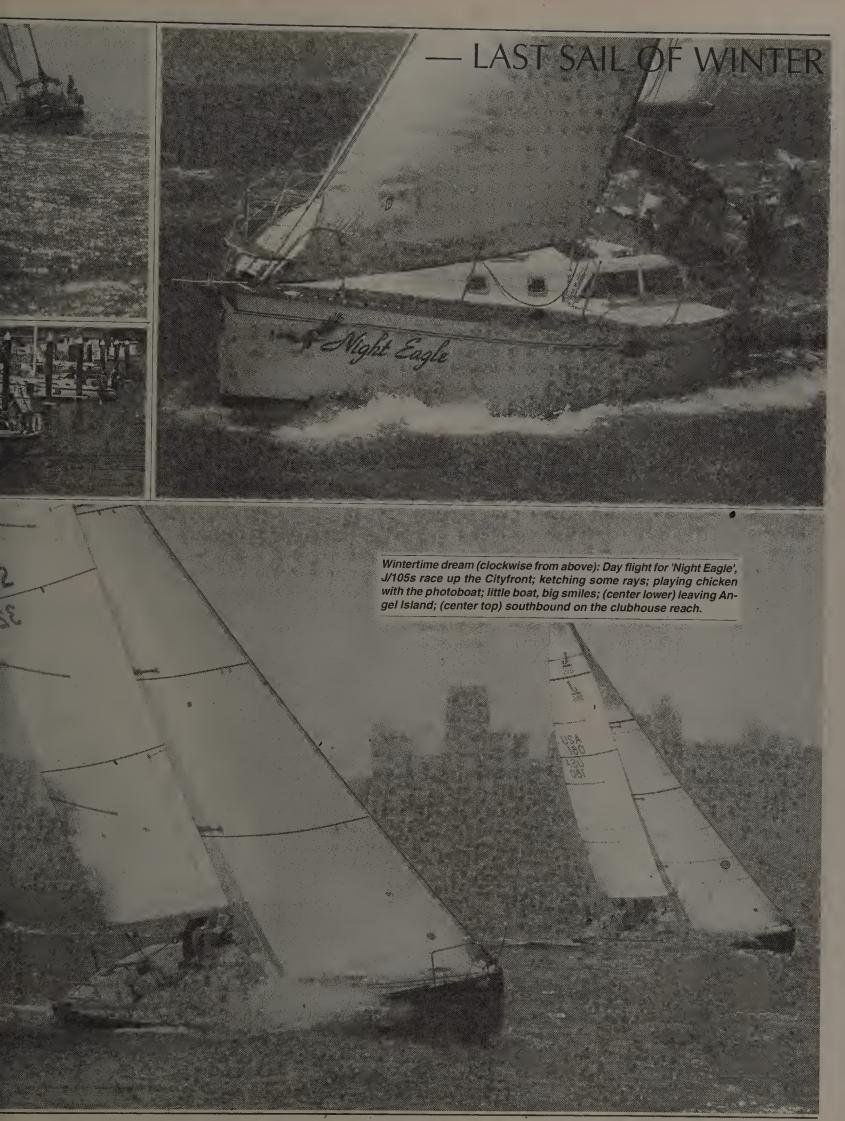
While Eye On The Bay usually deals with 'just folks' out having fun with boats, we ended up combining a bunch of different subject matter here — some racing, some 'still life' — into a collective 'snapshot' of that lovely day. Hope you enjoy perusing it as much as we did putting it together. And we hope we give you the cheap thrill of seeing yourself somewhere in the layout!

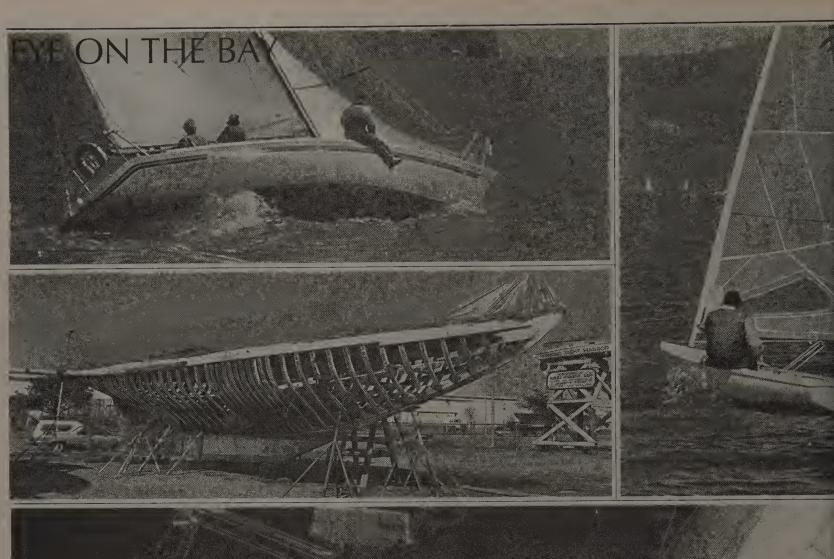
Now that the new season is just around the corner, Eye On The Bay will once again become a regular monthly feature. Which means if you see a Bertram 25 buzzing around your boat in a seemingly haphazard manner, perhaps even cutting close ahead of you so you'll have to splash through its wake, chances are he's not being rude — he's us. (Look for a camera pointed your way to make sure.) To increase your chances of appearing in Eye On the Bay, give us a friendly wave or do something goofy (but not unsafe).

If the person buzzing around you *doesn't* have a camera, then you have our permission give him your most incriminating 'dang powerboaters' stare.





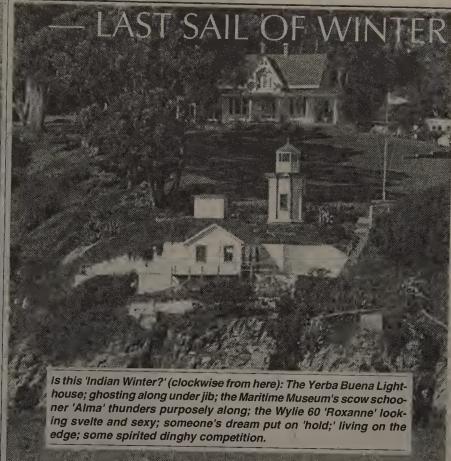






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PUERTO VALLARTA RACE & MEXORC

ut with the old, in with the new! As befits the first major West Coast race of the new millennium, much was new and different about San Diego YC's Puerto Vallarta Race. The following week's Mexican Ocean Racing Conference (MEXORC) also introduced some changes, and all were for the better. "It was an excellent year on the Cerveza Circuit," noted Mexican race connoisseur Tom 'The Curmudgeon' Leweck. "Both this PV Race and MEXORC seem to have settled into nice user-friendly grooves, and I hope they keep their formats. Other than too much upwind work in the race down, it was a very enjoyable two weeks!"

San Diego YC has run biennial Mexican races since 1952, with former destinations including Acapulco, Manzanillo and Mazatlan. This was only the second year their 996-mile race has gone to PV, and the first year it has ended at Nuevo Vallarta's ritzy Paradise Village Resort instead of Marina Vallarta. Like the '98 event, SDYC finished the race off Punta Mita, mercifully sparing the fleet the final 20 miles of light air sailing inside Banderas Bay. That, combined with starting off San Diego instead of Marina del Rey, makes this race shorter and easier than Del Rey YC's odd-year counterpart.

At least that was the theory. A healthy 37-boat fleet - way up from just 18 in 1998 - took off in four waves from San Diego, with the cruisers getting off first tined to spend some time pounding up-



Nice debut! 'Locomotion's Winslow Lincoln (center), with his wife Melinda and Keith Kilpatrick, had plenty to smile about.

wind in the rain — definitely not in the sales brochure for these 'sunny downwind' races to mañana-land.

The ten boats in Division A, which started last on February 19, had the roughest conditions — up to 30 knots from the south, with big square seas built up over the preceding few days. In the

course of about 36 nasty hours of bouncing upwind, three boats withdrew with gear failure — Sorcery (running backstay tang), Mongoose (broken headfoil) and Taxi Dancer (mainsail). Of the remaining seven boats, Roy Pat Disney guided the family's R/P 75 Pyewacket into PV first in the racing fleet — as usual — after a

non-record four days and four hours, a 9.95-knot average speed.

Philippe Kahn's recently rebuilt Andrews 70+ Pegasus, sporting a new rig and Dee Smith in the afterguard, finished second — five hours behind Pyewacket, but corrected out ahead of them by 13 minutes. Both heavily downwind-rated turbos, however, were beaten handily by a pair of SC 70s - James McDowell's Grand Illusion won, with Brack Duker's Evolution second. In the process of taking Class A, Grand Illusion also won overall — adding the PV Race to their expanding resumé, which also includes overall bullets in the TransPac and Ensenada Race

— CERVEZA CIRCUIT 2000



MEXORC action — 'Cantata' (foreground) and 'Olé' enjoying the splendid sailing conditions of Banderas Bay.

last year.

"We're on a roll!" claimed McDowell, one of three skippers at the fancy awards ceremony to dive into the pool and swim across to the podium to accept his trophies. "We made some good calls, and the crew pushed the boat hard — they deserve a lot of credit." Sailing on *GI* (known internally as 'James World') were navigator Rick Magrath, Dave McCalley, Hogan Beatie, Roland Brun, Claudia Wainer, Alex Klokky. Gordon Christie and Tom Andrews.

The 14 boats in Division B endured almost three soggy days on the wind, much of it with #3 jibs up. "In 52 prior Mexican races, I've never spent as much time beating upwind," claimed Leweck, who navigated Jim Madden's straight-off-the-shelf J/160 Stark Raving Mad to second place. "Just as I was questioning why I was doing this, the wind turned around and I quickly remembered why I've spent more than a year of my life racing down the Baja peninsula. The trip across the Gulf was some of the best sailing ever!"

Two 'B' boats dropped out in the gnarly going, the SC 52 *Ariel* (headstay problems)

and the Andrews 56 *Quantum* (mainsail). The latter was a real tale of woe — not only did they DNF the farthest south (Turtle Bay), they were subsequently holed by an overly-enthusiastic U.S. Coast Guard boat during a routine boarding north of San Diego. *Quantum* is still being repaired in Newport Beach.

Taking first in 'B' — by a whopping 7 hours, 21 minutes — was Winslow and Melinda Lincoln's six-week-old Andrews 45 *Locomotion*. The skinny (12 feet), light (13,000 lb) stripped-out machine proved blazingly fast downwind, coming back quickly from being over early at the start and doing a 720° after fouling *Stealth*

PUERTO VALLARTA RACE & MEXORC



Hot, hot, hot — James McDowell (center, back row) and his 'Gl' platoon won the Puerto Vallarta Race overall.

Chicken ("It was a debatable red flag," said crewman and designer Alan Andrews. "But two quick circles were better than sailing all the way to PV with any lingering doubts.") Within a few hours, Locomotion had worked her way through the fleet and was disappearing over the horizon.

Surprisingly, the downwind-oriented design more than held its own in the upwind work between Ensenada and Cabo San Lazaro. Her crew - which also included project manager Keith Kilpatrick, Mark Gaudio, Craig Fletcher, Tom Willson and Phillip 'Cuppie' Lindsay — hit "all but one shift perfectly," and then lit the afterburners going across the Gulf. With a 26-foot spinnaker pole (it juts out 9 feet past the bow, necessitating removing the headstay for jibes) and gigantic masthead asymmetrical kites, Locomotion planed at 16 knots for minutes at a time. "It's a blast to sail!" enthused Winslow, a video editor and longtime member of Dana Point YC.

After the race, people were hailing *Locomotion* as a 'breakthrough' boat, and Andrews has already had inquiries about potential sisterships. There was also the predictable grumbling about *Loco*'s generous point-to-point PHRF rating, which even her crew admits will need to be adjusted by at least 9-12 seconds a mile.

But *Locomotion*'s dramatic debut was heartwarming for another entirely different reason: Winslow, a really fun guy, also happens to be a paraplegic. A work-related accident in the early '90s claimed the use of his legs, but his spirit remains undampened. "I'm the luckiest person in PV," he claimed. "I love my new boat, I love my crew, and I'm just really happy to be here!"

The boat has several innovations to accommodate him, including a molded fi-

berglass seat which 'floats' to any position behind the boat's two wheels. "It's really cool!" claimed Kilpatrick, "Every boat should have one of these things."

Fred Howe's *Warpath*, with Mark Rudiger and Carlos Badell aboard, came in third'in 'B' ahead of four other SC 52s and a host of other well-sailed 50-footers. "Class B was the most competitive group in this year's race," claimed Leweck. "Unfortunately, *Locomotion* was in a class of

her own — call it B+, or maybe even A-."

The six boats in Division C spent the least amount of time on the breeze of the three racing classes, slogging upwind for only about 150 miles between Cedros Island and Lazaro. When this small group finally reconvened at the Cape, Chris Busch's chartered One Design 35 Wild Thing was out front. "We arrived there at the optimal time — 2 p.m. — and jibed our way through the lee of Cabo without really stopping," said Busch, a 38-year-old San Diego yacht broker. "It's the seventh time I've been through there, and the first time I got it right!"

Busch and his crew — navigator Steve Rossi, Jim MacLeod, Chris Doolittle and Greg Bennett — proceeded to romp across the Gulf, leaving their peer group stalled out off Cabo. They ended up beating the next boat, Phil Friedman's new Farr 39 Black Knight (ex-Predator from Annapolis), into PV by two hours — and corrected out by almost six hours! Wild Thing's 6.5-day race, the longest ever for any 1D-35, was basically a camping trip for this hearty bunch. Their spartan

Brand new dance — The innovative new 'Locomotion' even had downwind 'curb feelers'.



— CERVEZA CIRCUIT 2000

		Section 1997			
	San Diego	YC Pue	rto Vallarto	Race 200	n
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Cis Fit	<u>Yacht</u>	Type	Skipper	Yacht Club	Corr Time
PHRF A	O-10 10			JEGIT VICE	<u>corr rime</u>
2 2	Grand Illusion Evolution	SC 70	J. McDowell	Lahaina	131:43:04
3 4	Pegasus	SC 70	B. Duker	California	132:06:39
4 5	Pyewacket	And. 70+ R/P 75+	P. Kahn	UC Santa Cruz	136:25:13
5 6	Magnitude	And. 70+	R.P. Disney D. Baker	Los Angeles	136:38:03
6 9	Cheval	N/M 68	S. Popovich	Long Beach	136:42:43
7 18	Medicine Man	And, 56	B. Lane	Cabrillo Beach Long Beach	143:20:28
	Taxi Dancer	R/P 70	D. Hughes	Santa Barbara	150:48:42 DNF
	Sorcery	Mull 80	J. Wood	California California	DNF
. Tale Tale	Mongoose	SC 70	B. SaieIII	San Diego	DNF
PHRFB					Walter State
	Locomotion	And. 45	W. & M. Lincoln	Dana Point	184:37:32
2 7	Stark Raving Mad	J/160	J. Madden	Newport Harbor	141:58:37
	Warpath Cantata	SC 52	F. Howe	Santa Cruz	142:08:41
	Cantata Falcon	And, 53	R. Kuntz	Oceanside	143:39:38
1.7	Bay Wolf	Tripp 50	D. Janes	Southwestern	144:09:34
200	Ingrid	SC 50 SC 52	K. Wilson	Cabrillo Beach	145:08:56
	Rosebud	SC 52	B. Turpin R. Sturgeon	St. Francis	145:21:57
	Climax	Barnett 52	A. Oberschmidt	Santa Cruz	145:25:10
	M-Project	Sprint 50	M. Moshayedi	Southwestern Bahia Corinthian	146:56:03
	Allure	SC 52	C. Jacobsen	Monterey Pen	150:21:44 150:59:20
	Stealth Chicken	Perry 55	B. Anderson	Newport Beach	151:00:06
	Quantum	And. 56	U. Gletl	Channel Island	DNF
	Ariel	SC 52	J. & D. Freeland	Berkeley	DNF
PHHF C					
	Wild Thing	1D-35	C. Busch	San Diego	148:50:28
	Black Knight	Fatr 39	P. Friedman	Del Rey	154:43:08
	Bravura Simply Red	Farr 44	E. & D. Penneil	San Diego	159:59:44
	Uproarious	J/120 Olson 40	K. Vince	Los Angeles	164:24:24
	Vindswept	Swan 57	R. Bussard	Silvergate	165:11:23
		Office of	M. & P. Phelps	San Diego	167:03:36
	nce Cruising Class Novia del Mar	Bonnton (40m			
	vovia dei iviar Everfit	Beneteau 405 Catalina 36	M. Busch	San Diego	158.47
	mazing Grace	Farr 55	S. Jackson A. Puckett	Cortez	158.47
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	ango	Ben. 40-cc	H. Raphael	WORSA	188.26 190.36
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menu consisted of frozen food for the first few days, then freeze-dried. "We also ate a lot of power bars and trail mix," said Busch. "It wasn't exactly a gourmet experience, but then we weren't there for the food!"

That Busch, the West Coast sales rep for the growing 1D-35 class, was there at all was a tribute to his tenacity and a little help from his friends. "We chartered the boat from Kara Zylstra, who basically gave it to us," explained Chris. "John Wiley, who owns the 1D-35 *Tabasco*, let us use his sails and safety gear, and Carroll Marine underwrote some of the cost. The whole deal was put together on a shoestring."

While Chris Busch was setting a new minimalist standard for Mexican ocean racing (and getting the best return on his investment of anyone!), his father, Mike Busch, was having a much more civilized experience in the Performance Cruising Division. Sailing his Beneteau 405 Novia del Mar with another son, John, and Lew Starkie, Greg Slansky and Chuck Lewis,

the senior Busch also won this seven-boat class. A retired physician, Busch owned several racing boats — including the hot N/M 36 *Crackerjack* — before downshifting to his luxurious Beneteau. "The cruising class concept is great," claimed Mike. "It allows boats with furniture to get back on the race course,"

This was the third SDYC Mexican race that Busch has done in the cruising class which, unlike other events, goes non-stop to the finish. "It was also the best one yet, both in terms of competition and weather," he said. "We never had to fully sheet in and go upwind, and we were never becalmed. We also used the motor less than anyone else, putting only 17 hours on it, mostly going across the Gulf. The only bummer was not catching any fish!"

The elder Busch jumped on *Bravura* for MEXORC, finishing third behind son Chris with a new crew aboard *Wild Thing*. Afterwards, Mike was joined by his wife JoAnn on *Novia del Mar* for a cruise south toward Zihuatanejo. Few people had more

fun — or success — in Mexico this winter than the Busch family!

The second half of this year's Cerveza Circuit double bill was the six-day, eight-race MEXORC Regatta, sailed out of Marina Vallarta on February 27-March 3. Since its inception in 1976, this gathering has represented the highest level of big boat competition in Mexico — "It's their Big Boat Series, and they take it really seriously," claimed regatta co-chairman Frank Whitton. This year, 11 American boats stuck around after the PV Race to test their skill against 20 Mexican boats, most of which came up from Acapulco for the regatta.

The 31-boat turnout was one of the best in recent years, largely due to more American participation than usual. The regatta was also among the best ever, with good ratings, good race courses, good weather and flawless race management courtesy of principal race officer Mike Wathen, on loan from Newport Beach's Balboa YC. And with \$4,000 Rolex Submariner watches on the line for each of the five class winners, the competition was quite possibly the fiercest ever seen at this regatta.

As opposed to the last few MEXORCs,



Family affair — Chris (left) and Mike Busch both won their class in the PV Race.

which were abbreviated four-day affairs, this year the series reverted back to its longer format with a layday in the middle. The weather was glorious all week, featuring sunny skies, 8-12 knots of breeze (there was never more than one sail to fold, the #1 genoa) and enough windshifts to keep the racing interesting.

Unfortunately, Class A was a bust, as

PUERTO VALLARTA RACE & MEXORC

the only two boats that were entered -Sorcery and Taxi Dancer — both broke down on the feeder race and pulled noshows. That elevated the six American boats in Class B to the role of 'big boats' this year, sailing as usual without local competition (there aren't any racing boats this big in Mexico). Though the Tripp 50 Falcon won the first race — by one second! — the rest of the regatta was a romp for Locomotion. With Keith Kilpatrick driving and Craig Fletcher calling the shots, and with some of their former It's OK! henchmen imported to pull the strings, the zippy 45-footer then rattled off six straight bullets with apparent ease. The Locomotion gang wrapped up the series - both in class and overall in fleet - a day early, and opted to spend their final day in PV touring a tequila factory instead of racing.

Dave Janes' Falcon, with Pete Heck and Mark Gaudio in the afterguard, took a string of deuces. They also got the gun in all but the 28-mile long distance race, when Locomotion had the chance to show the fleet what she does best — fly downwind with her large asymmetrical kite. Locomotion ground down the bigger Falcon near the end, finishing first in that race — the windiest of the eight — by about a minute.

The 16-person Falcon crew — some of whom sailed with Janes last year when he swept the Del Rey PV Race and MEXORC overall with his other boat, the J/120 J/Bird — was certainly the most pampered bunch at MEXORC. Though bridesmaids on the water, Falcon's shoreside scene was second to none — they spent the week in a luxurious compound in Nuevo Vallarta, complete with two vans and a dedicated cook at their



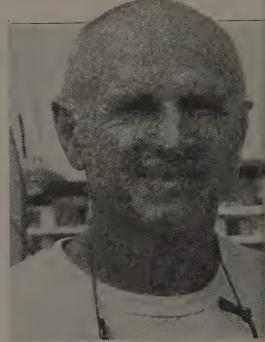
Bouwe Bekking (left) and Antonio Elias dominated Class C with the J/V 45 'Olé'.

disposal.

The rest of Class B was never remotely in the hunt. Ron Kuntz's veteran Andrews 53 *Cantata* was clearly the best of the rest, taking a string of thirds and fourths. The other three boats — *Stealth Chicken*, *Triumph* and *Climax* — were less serious efforts. "We didn't win, but we had a great time," commented *Triumph* crew Tom Ross. "How could you not enjoy this?"

Class C consisted of five fractionally-rigged boats, two of Acapulco's finer IOR boats and three from the States. Conspicuous by her absence was Chatto Saenz's veteran R/P 43 *Quintessence*, which suffered motor problems en route from Acapulco and missed the series. Antonio Elias, one of Mexico's most en-

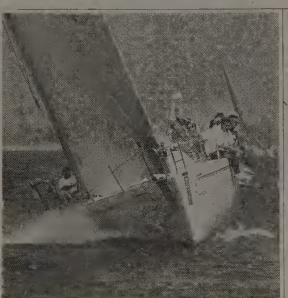
From left: the Tripp 50 'Falcon'; the cool sliding chair on 'Locomotion'; and the N/M 41 'Saeta', sporting appropriate spinnaker graphics.



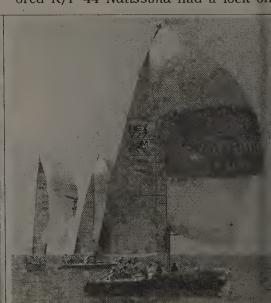
Lowell North (above) and Rogelio Partida (right) won the Best Performance Trophy with 'Saeta'.

thusiastic sailors, won the class handily in his latest boat, the J/V 45 Olé (ex-Swing). To insure the victory, Elias flew in Danish rockstar Bouwe Bekking to steer, and augmented his crew with many talented gringos, including Stars & Stripes vet Matt Smith, UK sailmaker John Bennett, and Annapolis yacht broker Bill 'Shakespeare' Jenkins. "Antonio definitely upped the ante this year," said Frank Whitton, who also sailed on Olé.

Olé dominated the small class, and like Locomotion, iced the series before the last day. They went out anyway — afterall, it was beautiful day — and took another bullet, finishing ten points ahead of the 1D-35 Wild Thing. The latter boat, under charter to Tabasco owners John and Stephanie Wiley, was the little boat in this fleet, and often had trouble finding clear air. Bravura was in the hunt for second right up to end, while the mustard-colored R/P 44 Natissima had a lock on

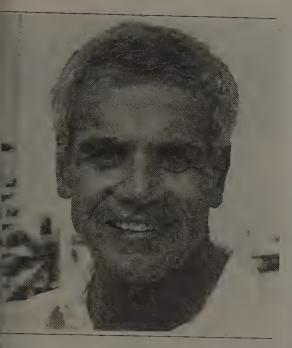






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fourth. Phil Friedman's new-to-him Farr 39 *Black Knight* settled for fifth. "Tuning problems," explained Phil.

Class D was for masthead 40-footers, all seven of which were Mexican — though one, the Choate 48 Shaka, was under charter to Bear Myers and his Long Beach buddies. This same group chartered a Capri 37 and won that class last year, inspiring them to move up to Shaka — an urge in retrospect they wish they had resisted. Realizing that Shaka wasn't remotely competitive, they switched back to the Capri 37 Azteca for the last two days, posting finishes of 2,1,1.

At the front of the 'D' pack, longtime MEXORC participant Rogelio Partida sailed his veteran N/M 41 Saeta to a tie with archrival R/P 43 Sidewinder. A mark rounding protest in race four between the two boats initially saw Saeta DSQed, but that decision was overturned the next day when the incident was reopened with new facts. Based on winning three races to Sidewinder's two, Class D honors went to Saeta. Partida also earned Boat of the

MEXORC Regatta 2000								
CI Elt		Design	Owner					
CLASS	S B	ALL PRINCIPLE	<u>Awner</u>	Yacht Club	Rating	Totals		
1 1	Locomotion	Andrews 43	Kilpatrick/Winslow					
2 2	Falcon	Tripp 50	David Janes	Dana Point	60	8		
3 8	Cantata	Andrews 53	Ron Kuntz	Newport San Diego	42	12		
4 13t	THE RESERVE THE PROPERTY OF A S. P. LEWIS CO. P. L. P. L.	Perry 46	Bill Murray	Long Beach	48	24		
5 13t	Triumph	SC 52	Tad Diethrich	Unknown	42 45	31		
6 17	Climax	Barnett 52	Alec Oberschmidt	San Diego	45 66	32		
CLASS	C			Odir Diogo	00	32		
1 3	Olé	J/V 45	Antonio Elias	Ammuntan				
2 6	Wild Thing	1D-35	John Wiley	Acapulco San Diego	90	8		
3 5	Bravura	Farr 44	Ernie Penneli	San Diego	99	18		
4 7	Nitissima	R/P 44	Jorge Ripstein	Acapulco	93	19		
5 16	Black Knight	Farr 39	Phil Friedman	Del Rev	94 81	21		
CLASS	D			Deiney	0.1	30		
1 13t	Saeta	N/M 41	R. Partida					
2 12	Sidewinder	B/P 43	R. Brockman	Acapulco Acapulco	111	13		
3 19	Piet Hein	Peterson 40	Roberto Vulling	Acapuico	109	13		
4 20	Bandido	Frers 43	R. Ambrosi	Acapulco	121	17		
5 25	Evasion	Ben. 456	D. Domingo	Acapulco	101 135	22		
6 30	Shaka	Choate 48	Bear Myers	Acapulco	114	34 43		
7 31	Shamadi	Stevens 48	Unknown	Acapulco		49		
CLASS	E			7.000		49		
1 4	Simply Red	J/120	Kelly Vince	Los Angeles	108			
2 10	Cincos	Schock 40	Mike Campbell	Long Beach	54	9		
3 9	Veloce	J/120	Antonio Baptista	Acapulco	108	21 24		
4 11	Tatie	J/120	C. Cardenaz	Acapulco	108	25		
5 18	Bagheera	J/120	F. Guzman	Acapulco	108	27		
6 21	Ayacucho	J/130	P. De iturbe	Acapulco	84	35		
7 22	Estupendo	Schock 40	A. Luttmann	Acapulco	54	40		
CLASS F								
1 24	Dread Nought	Capri 37	L. Legorretta	Puerto Vallarta	126	15		
2 23	Crew 2	Capri 37	G. Tapia	Guadalaiara	126	17		
3 26	Chivos	Capri 37	R. Rabago	Guadalajara	126	18		
4 27	Barlovento	Capri 37	J. Gonzalez	Puerto Vallaria	126	28		
5 281	Azteca	Capri 37	M. Flores	Puerto Vallarta	126	31		
6 28t	Sting	Capri 37	E. Oetling	Puerto Vallarta	126	31		
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Week honors, awarded to the winner of the most hard-fought class —and how do you get any closer than winning on a tiebreaker?

Partida was also the MEXORC cochairman this year, and his tactician was none other than Lowell North, so *Saeta*'s victory was quite a popular one. "It was

'Bravura' and the J/120 'Bagheera'; the low budget 1D-35 'Wild Thing' did well in both events.

all kinds of fun," said Lowell, who along with wife Bea were the only Americans on board. "They were kind enough to speak English the whole time, except when they told dirty jokes — which Bea made them repeat in English anyway!"

Kelly Vince's L.A.-based J/120 Simply Red dominated Class E, a mixed bag of seven spritpolers. With Tom Leweck





PUERTO VALLARTA RACE & MEXORC

calling the shots, and Bay Area sailors Steve Marsh and Roland Brun helping the boat go fast, the *Red* men easily rose above their mostly-Mexican competition. MEXORC was Vince's first major win, and he went home burdened with nine trophies, as well as a new Rolex. The PV Race was also Vince's first offshore experience, and he was totally hooked. "I loved every minute of the last two weeks!" claimed the happy orthopedic surgeon.

Mike Campbell's new blue Schock 40 Cincos (which sports Campbell's usual sail number, 55555) was a distant second despite showing bursts of speed downwind. The twin-ruddered, canting-keeled boat — which Campbell has outfitted with a wheel — apparently takes some getting used to: "We're better than we were at Key West, but we're still going up the learning curve," said Mike cheerfully. Though he has downsized his sailing fleet from a turbosled (Victoria) to the quirky 40-footer, Campbell is still living large — his other yacht, a magnificent 85-foot powerboat, served as their crew headquarters for the week.

Class F consisted of six local Capri 37s,



Tom Leweck (left) and Kelly Vince took Class E with the J/120 'Simply Red'. Right, local sail-maker Mike Danielson topped the Capri 37s.

all of which are drysailed out of Opequimar Marine Center in Marina Vallarta. Despite coming out of the blocks slow and then losing a protest for a starting line collision in race six, the crew of *Dread Nought* prevailed by two points in the end. American ex-pat Mike Danielson, the local North rep, drove the winning boat



If you missed the fun at this year's excellent PV/MEXORC, the next excuse to sail south of the border — the Ensenada Race — is rapidly approaching on April 28. And it's not too early to start planning for the next PV Race, scheduled to depart from Marina del Rey on February 14-17, 2001. As usual, MEXORC will follow closely behind.

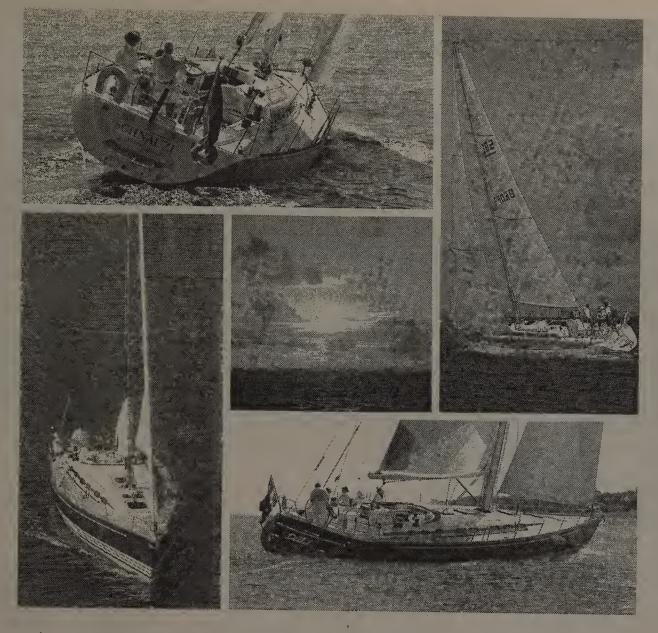
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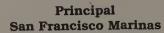
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BETWEEN THE FINGERS

In our current boom economy, new boats are selling like hot cakes, while used boats are trading owners faster than Pokemon cards at a grade-school slumber party. But where will they all find berths?

seabag, grab a guest slip and explore some new territory.



If you live in the City, you naturally want to keep your boat nearby. But with relatively few marinas perched along the San

access to the walking/biking pathways of the Presidio, and to myriad shops, bars and restaurants of nearby Chestnut St.

• **Contact**: (415) 292-2013; VHF Channel 16; Harbormaster's office is near the entrance to West Harbor, 3950 Scott St., San Francisco, CA 94123.

• Facilities: 681 slips @ (avg.) \$5.50/ft/mo; end-tie guest slips available at

Almost all marinas reserve some slips or end-ties for short-term guests, regardless of the demand for permanent berths.

Francisco waterfront, waiting lists are generally a mile long. Still, there are exceptions, depending on how big (or small) your boat is. Here's the skinny.

San Francisco Marina

For sailors with a passion for big wind, the San Francisco Marina is ideally-located, as it abuts the always-breezy 'Slot', which is fueled by the funnel-

ing effect of the Golden Gate. The facility's East and West Harbors lie on either side

of the beautiful Marina Green, and are skirted by the pricey, well-scrubbed neighborhoods of the Marina District, although slip rates are relatively inexpensive. (It is a municipal marina operated by the SF Parks and Rec. Department.) Before you get too excited about moving your boat here, though, be warned that there is a long waiting list for slips of all sizes.

Most sailors have fueled up at Gas House Cove, as the East Harbor is called, but we'd bet that relatively few have taken advantage of the marina's 10 guest slips. Weekending here would give you easy

30¢/ft/nt; no liveaboards; has heads & showers; has gas & diesel at East Harbor; has pumpout in each harbor; no launch ramp or hoist. Many stores and eateries are walkable; St. Francis YC and Golden Gate YC are at West Harbor.

Pier 39 Marina

If you like the idea of keeping your boat where the action is, Pier 39 Marina could be the spot for you. With the Pier's abundance of restaurants, shops and amusement arcades — not to mention those of nearby Fisherman's Wharf — marina ten-



Are those berths available? Look closely and you'll see what these Pier 39 tourists are staring at — a cadre of 'radical' sea lions who exproprlated several docks in West Harbor a decade ago, and aren't about to give them back.

That's a question we hope to help answer with this detailed overview of Bay Area marinas. In this second installment or our three-part series, we'll look at major marinas in San Francisco and Marin County. Next month, in Part III, we'll tackle the marinas of the East Bay, including the Alameda Estuary.

Due to its predictably-strong winds and distinctive geographic features, the Central Bay is generally regarded as the region's prime sailing venue. So it's no surprise that the closer a marina is to this watery 'playground', the less likely you are to find an available slip — especially at reasonable rates.

That's not to say that there are no opportunities to visit, however, no matter where you normally berth your little beauty. As you'll read here, almost all marinas reserve some slips or end-ties for short-term guests, regardless of the demand for permanent berths. With this in mind, there's no excuse for staying put in your home waters this season. If you aren't lucky enough to live in Marin or the City, we suggest you pack up your



— BAY AREA MARINA GUIDE, PART II

ants are never at a loss for sustenance or entertainment. Speaking of which, those notorious sea lions that took over many of the docks of the West Harbor a decade ago are still happily ensconced there, much to the delight of sightseers, who come here from all over the world.

• Contact: (415) 705-5556; VHF Channel 16; Embarcadero @ Beach St., San Francisco, CA 94119.

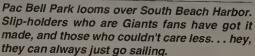
• Facilities: 330 slips @ \$7.75-8.50/ft/mo (currently some availability); guest slips available at \$35-50/nt (short lunch/dinner stopovers can sometimes be arranged at a lesser fee, per availability); 10% liveaboards are allowed, but quota is full; has heads, showers and laundry; has pumpout; no fuel or launch ramp; dozens of shops and restaurants nearby including the unique Forbes Island floating party palace. Check their websites for special events: www.pier39.com and www.pier39marina.com.

South Beach Harbor

South Beach Harbor tenants have had to endure several years of noise and dust while the adjacent Pac Bell Park was being completed, but now that the new facility is a going concern, tenants are probably glad they hung in there — assuming they like baseball.



As a consequence of the Park's construction, the entire South Beach area is undergoing a renaissance, so to speak. New upscale housing, shopping and dining facilities are springing up where dreary warehouses and workshops formerly stood. With all the hubbub, Marina parking is a concern, to put it mildly, but we're told new lots are augmenting the old somewhat. Needless to say, using public transportation on game days would be wise.



This being a municipal marina, slip rates are quite reasonable. In fact, prices are the same today as the day the facility opened in the late '80s. The bad news is there's about a two-year wait for a slip in any size range. About 20 guest slips have been set aside, however, which will no doubt be hot property during Giants home games (reserve ahead).

• Contact: (415) 495-4911; VHF Channel 16; located on The Embarcadero, at Pier 40, San Francisco, CA 94107.

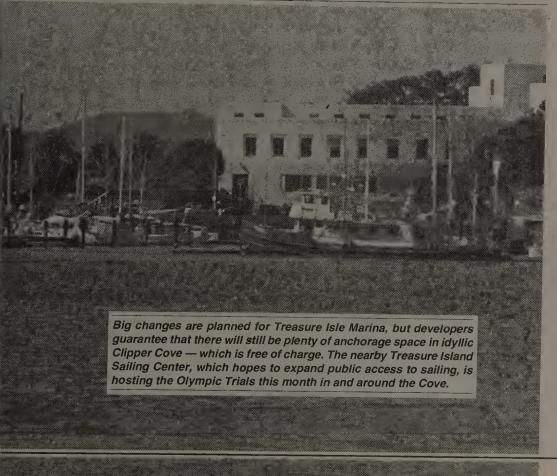
• Facilities: 700 slips @ \$6.15-8.60/ft/mo (some end ties); guest slips available at 50¢/ft/nt; guest dock for dropoffs with fee; no liveaboards are allowed; has heads & showers; has pumpout, but no fuel. Wide range of restaurants, bars and shops nearby; it's about 12 blocks to the Financial District. South Beach YC is on site. Check the website for further info: www.southbeachharbor.com.

Pier 38 Maritime Center

If you've never heard of the Pier 38 Maritime Center, you're not alone. If we hadn't stumbled across it on our way to the new ball park, we wouldn't have a clue about it either.

While it's now still a fledgling operation, the Center has ambitious plans. The first order of business is dry storage for low-profile, ah... you know, stinkpotters. They anticipate setting up boat stacks within the cavernous Pier 38 warehouse eventually.

We won't hold all this against them, though, as they also have a 400-ft dock



BETWEEN THE FINGERS

for temporary berthing (800 linear feet total). Ideally, they'd love to cultivate a mega-yacht clientele, as their location is conveniently close to the charms of downtown. They will also accept charter yachts and mere mortals like us for dinner stops,



"To heck with yardwork, let's go to Angel Island, grab a mooring and watch the world go by." Now that's what we call relaxing on the weekend.

overnights or even ball park dropoffs (at \$1 per foot per "touch").

Future plans may include offering public access for kayaking and other recreational watersports. Stay tuned.

- Contact: (415) 975-3838; Embarcadero at Pier 38, San Francisco, CA.
- Facilities: No permanent slips; sidetie guest dock @ \$1/ft/nt; extensive dry storage for "low profile" craft; no additional services; easy access to Pac Bell Park, restaurants & shopping; about 12 blocks to Financial District.

San Francisco Boat Works/The Ramp

There are no permanent slips available at San Francisco Boat Works, a multifaceted marine repair facility located in China Basin, but their public guest docks give access to a favorite sailor's haunt: The Ramp Restaurant. Check it out for lunch, a sundowner or a weekend barbecue.

- Contact: The Ramp (415) 621-2378; SF Boat Works: (415) 626-3275: 835 China Basin St. at the foot of Mariposa St., San Francisco, CA 94107.
- **Facilities**: free guest slips for short stays; no overnighting.

Treasure Isle Marina

Clipper Cove, which lies in the sheltered gap between Yerba Buena and Treasure Island, has long been a cherished Bay Area anchorage, but until recently the small marina there was reserved for military personnel only. Today, although the Navy still hasn't completely loosened its grip on the island, it will soon be controlled by the City of San Francisco, which

has already contracted for an expansive new marina complex to be built and managed by Almar Corp. (which also runs Alameda's Ballena Isle).

The existing facility is, shall we say, spartan but functional, whereas the new marina is expected to be a showplace by comparison, with shops, restaurants and ample

areas for public access. Construction has yet to begin, but now is the time to get on the waiting list — a small cash deposit will let them know you're serious.

The newly-inaugurated Treasure Is-

land Sailing Center, which is hosting the Olympic trials this month, hopes to maintain an active calendar of instructional sailing activities in the coming years, with an emphasis on youth training.

• Contact: (415) 981-2416; VHF Channel 16; #1 First St., Treasure Island, San Francisco, CA 94130.

• Facilities: 112 slips @ \$5.50/ft/mo (some small slips available; waiting list for larger sizes and for new marina, with \$50 deposit); guest slips are occasionally available @ \$15 and up; free anchorage with 7-day maximum, but shore access via beach only, not via marina; no liveaboards now (but they hope for approval for 10% liveaboards in the new facility); dry storage @ \$100 per month, crane on site with 2,500 lb. max. lift; has brand new heads & showers; has pumpout; no fuel or launch ramp; cafe on site (open weekdays only).

Principal Marin County Marinas Just as property values in Marin

Thanks to frequent ferries and ample guest docks for boaters, all generations can enjoy the lush natural beauty of Angel Island.



— BAY AREA MARINA GUIDE, PART II

County have risen into the stratosphere, slip rates are a bit more pricey here too. But then Sausalito, where a half-dozen

marinas are located, is an ideal jumping-off point for Central Bay sailing, and has the additional attraction of being home to dozens of restaurants and bars, as well as a full range of marine services. Availability is slim, but not yet nonexistent.

Anchoring in Richardson Bay, by the way, (which abuts the Sausalito waterfront) is allowed free of charge for up to 72 hours without a permit, with the possibility of a 30-day extension. (Call Harbor Administrator Bill Price at (415) 289-4143.) Dinghies may be landed adjacent to the Margaritaville restaurant, on

the downtown waterfront. Boats in transit are always welcome, but don't even think about sinking your hook here permanently as a throng of illegal anchorouts has done — much to the disdain of

local residents and authorities.

Besides easy access to the blasting winds of Sausalito's Hurricane Gulch, the

waterfront, from the touristy city center to the backwaters of Richardson Bay. Sausalito Yacht Harbor — locally referred to as Madden's — is the first in the lineup, located in the heart of town. Those lucky enough to have a slip here can be out in



picturesque anchorages of Angel Island State Park are a short sail away.

Ayala Cove

Lush and mountainous, Angel Island is truly a Bay Area treasure. It's one of our favorite places to hike, bike and hangout, and our preferred way to get there, of course, is by sailboat. Although there are a couple of other protected anchorages on the island's east side, Ayala Cove, which faces downtown Tiburon across Raccoon Strait, is the prime pit stop. Dayuse slips are available on a first-comefirst-served basis, but must be vacated by sundown. Fore-and-aft moorings are available for overnights, however, and multiple-night stays are allowed.

• Contact: (415) 435-1915.

• **Facilities**: 47 guest slips @ \$5/day flat fee, 8 a.m. until sunset; 20 overnight moorings are available at \$7-9 per day; no reservations taken; heads, snack bar

The breeze is often flukey in Richardson Bay, but in a few minutes you'll be winging your way into the Central Bay past downtown Sausalito.

the steady breezes of the Central Bay in less than 10 minutes. Unfortunately there's little slip turnover and a long waiting list. Facilities are old, but adequate, while access to various eateries and watering holes is excellent. The famous 'Taj Mahal' houseboat, which has long been berthed here, is a local landmark.

- Contact: (415) 332-5000; 501 Humbolt Ave., Sausalito, CA.
- Facilities: approx. 400 slips @ \$8-12/ft/mo; guest slips occasionally available; 10% liveaboards, full quota now; has heads & showers; no fuel or launch ramp; convenient to all downtown businesses and services.

Pelican Harbor

Pelican Harbor is located right beside Madden's in downtown Sausalito, and

Besides easy access to the blasting winds of Sausalito's Hurricane Gulch, the picturesque anchorages of Angel Island State Park are a short sail away.

and bicycle rentals ashore; 13 miles of roads and trails; camping is allowed ashore in 'bare sites', for which reservations are usually required.

Sausalito Yacht Harbor

A forest of masts lines the Sausalito

from the water it's hard to tell where the Sausalito Yacht Harbor ends and Pelican begins. Actually, the two neighboring facilities used to be one and the same before the Pelican portion was sold off in '74. It soon became an exclusive haven for vintage wooden yachts — sailing

BETWEEN THE FINGERS

yachts only, that is. With famous classics such as Dorade, Lord Jim and others calling Pelican home, it was quite a showplace before in

terest in woodies waned.

Today, there's a mix of yachts at Pelican, but we're told that a resurgence of interest in wooden classics may soon elevate the Harbor's client list to its former

glory. Needless to say, openings here are extremely rare — but if you happen to own a spectacular classic, the management

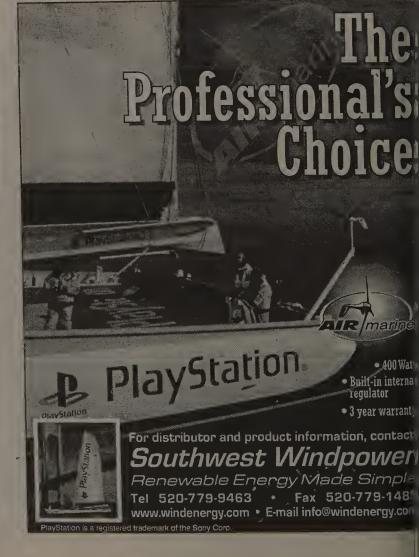
may be able to work some magic to get you in. An extensive refit of the marina is planned for the near future. There are guest slips, although these too ar highly sought-after due t Pelican's prime downtown loca tion.

• **Contact**: (415) 332-0723; 200 Johnson St., Sausalito, 94966.

• Facilities: 90 slips @ \$10-13 ft/mo; guest slips occasionall available at about \$20/nt; 109 liveaboard permit pending; ha

heads, showers & laundry; has pumpout no launch ramp, dry storage or fuel; man restaurants, bars and services nearby.





— BAY AREA MARINA GUIDE, PART II



Schoonmaker Point Marina

Located midway up Sausalito's 'marina row', Schoonmaker is the newest and, many say, the nicest marina location of the lot. A broad, man-made beach that's popular with both kayakers and sunworshipers is an added plus, as are the dockside cafe and several nearby marine services.

Lengthy end-ties — up to 220 feet long — with upgraded shore power make Schoonmaker a prime spot for visiting

Above: From the water, the Sausalito shoreline is skirted by a forest of spars. Inset, left: Clipper Yacht Harbor is home to 700 boats, and an untold number of freeloading seabirds.

mega-yachts and other large transient craft. The newly-expanded dry storage facility is popular with racers who prefer to dry-sail their boats.

- **Contact**: (415) 331-5550; VHF Channel 16; 85 Liberty Ship Way, #205, Sausalito, CA 94965.
- **Facilities**: 161 slips @ \$10.50-12.00/ft/mo; dry storage (newly expanded) @

\$4.50/ft/mo; guest slips available at \$.85-1.50/ft/nt; officially "no liveaboards"; has heads & showers; has pumpout; has 6,000-lb. hoist but no launch ramp and no fuel; marine services nearby; limited parking; walkable to restaurants, shopping and downtown.

Marina Plaza

A few minutes farther up the Richardson Bay Channel is Marina Plaza. It's a pleasant, modern facility, and although it doesn't have extensive shore fa-

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BETWEEN THE FINGERS

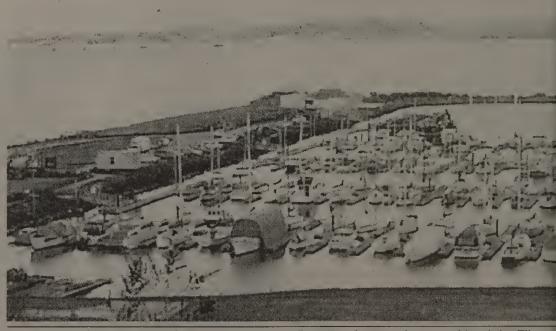
cilities, it has something few other Marin Marinas can boast — ample parking.

Home to the Modern Sailing Academy (sailing school) and three of the Bay's prime charter yachts, Marina Plaza attracts a diverse mix of clients on any given weekend. Having recently changed hands, the marina is currently undergoing upgrades.

- **Contact**: (415) 332-4723; 2320 Marinship Way #160, Sausalito, CA 94965.
- Facilities: 103 slips @ \$9.50/ft/mo some end ties (some small slips currently available); guest slips available November through March @ \$30 day and occasionally during summer months; no liveaboards; has heads but no showers or laundry; has pumpout; no fuel, ramp or hoist; shopping and dining nearby.

Clipper Yacht Harbor

The four Clipper Yacht Harbors comprise the most extensive marina complex in Marin. Clipper #1 is located next to Schoonmaker, while the other three facilities are clustered near the end of Harbor Drive, in an area that is peppered with maritime businesses. All four facilities are administered from a office catty-corner to



the region's largest chandlery, West Marine.

Generally, all four marinas run close to full capacity, but with 700 slips there is considerable movement. Figure on a 30 to 90 day wait. Clipper #2, #3 and #4 are a few minutes farther from the Central Bay, but they also receive less surge in winter, they're free of tourist traffic and have plenty of parking. New heads and

Paradise Cay, on the east side of the Tiburon Peninsula, lies at the edge of an upscale neighborhood. Tiburon YC's new clubhouse can be seen on the left, toward the end of the spit.

showers are a recent plus.

- **Contact**: (415) 332-3500; P.O. Box 187, Sausalito, CA 94966.
- **Facilities**: 700 slips @ \$8.25/ft/mo (currently some availability); dry storage @ \$85-110/mo (max 30 ft); guest slips

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— BAY AREA MARINA GUIDE, PART II



occasionally available @ 50¢/ft/nt (\$15 min); no liveaboards; has heads, showers & laundry; has gas & diesel (at Clipper #2); has pumpout; launch ramp; Anderson's Boatyard is adjacent; restaurants and shopping nearby.

Kappas Marina

Most Marin County locals equate 'Kappas' with houseboats, and indeed the

marina complex does encompass three houseboat piers which are home to some of the most charming floating hobbit

fuel, launch ramp or dry storage; deli and coffee shop on site; bike/walking path through estuary is nearby.

The Kappas Marina complex encompasses three houseboat piers which are home to some of the most charming floating hobbit houses you could ever find.

houses you could ever find. But Kappas is also home to a large recreational boat marina. The Club Nautique sailing school is also on site.

Kappas lies at the peaceful north end of Richardson Bay, away from the hustle and bustle of town, yet is close to Highway 101. Although silting-in has not been a major problem, a complete dredging of the facility was recently completed.

- **Contact**: (415) 332-5510; 100 Gate Six Road, Sausalito, 94965.
- Facilities: 220 slips @ \$8/ft/mo (occasional openings); no guest slips or temporary berthing; 10% liveaboards, but quota currently full; has heads & showers; laundry on site; has pumpout; no

Paradise Cay Yacht Harbor

There are lots of berths on the prestigious Tiburon Peninsula, but most belong to yacht clubs; Paradise Cay is the only public facility. Compared to other Marin Marinas, this well-sheltered marina on the east side of the Peninsula is relatively sleepy and tranquil. An upscale residential community abuts the facility to the south, and construction of more upmarket homes is planned for the near future.

The big construction headline, however, is that the Tiburon Yacht Club is currently building an extensive new clubhouse at the north end of the harbor which is slated to open in July. Although

the legend continues...



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BETWEEN THE FINGERS, PART II



On summer weekends, finding a spot at Sam's guest dock can require some patience— or an awfully big shoe horn.

some tenants complain that the docks here are badly in need of upgrading, Paradise Cay offers good access to the more sheltered sailing of the back bay. Be warned, however, is that boats have been known to go aground when approaching the facility at extremely low tides.

- **Contact**: (415) 435-1652; 101 Trinidad Drive, Tiburon, CA.
- **Facilities**: approx. 250 slips @ \$4.35 and up/ft/mo (some end-ties); guest slips occasionally available; 10% liveaboards; has heads & showers; has pumpout; has launch ramp but no hoist; no fuel.

Sam's Anchor Cafe

No overview of Bay Area guest docks

would be complete without mentioning Sam's. Equally renowned for its sun-deck brunches as it is for its raucous late-night bar scene, Sam's is hot property with both sailors and lubbers. As it is the only Marin restaurant that provides a guest dock, side-ties at Sam's are difficult to come by on weekends, so plan to arrive early — or wait until midweek.

- **Contact**: (415) 435-4527; 27 Main St., Tiburon, CA.
- **Facilities**: room for four to eight boats; no charge; no overnighting; dozens of shops and boutiques nearby. No additional boat services.

And that ain't all. . . We'll be back next month with Part III, a detailed look at the marinas of Alameda and the East Bay.

- latitude/aet

Ed. note — For more detailed info on Bay Area marinas, pick up the latest edition (#12) of the California Boater's Guide to Harbors and Marinas, which is due out this month. It includes detailed maps of virtually every marina, including those in the Delta.

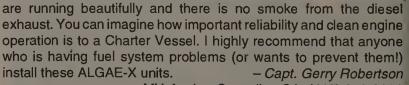
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WHO'S YOUR DADDY?

Richmond YC's 18th annual Big Daddy Regatta attracted 91 boats, all rating 168 or lower, on the sunny weekend of March 11-12. The turnout was down a bit from years past, but the faithful were rewarded with the standard Big Daddy fare — two buoy races on Saturday on two different race tracks, a theme party ("Wake of the Century") on Saturday night, and the traditional either-way pursuit race around Angel and Alcatraz islands on Sunday.

Winds for Saturday's buoy races switched from 'midwinters' (light and shifty from the north) to 'early summer' (a 12-15 knot westerly) as the day wore on. From our point of view, the racers on the small boat track got a better return on their \$1.75/foot entry fee, as Will Paxton's race committee was able to set up fair courses in the changing conditions.

The 'varsity course', however, had some problems. The first race on the big boat track turned into a parade midway through when the westerly filled in - no one's fault, and everyone could see it coming. The second race was still a series of fetches and spinnaker reaches, as the race committee failed to move the marks enough in response to the new wind and the huge ebb. They also started that race without adjusting the starting line, creating one of the most pin-end favored lines ever witnessed in local big boat racing. Watching Wasabi, Bullseye and others thread their way through the line on port at full speed was petrifying. Naturally, we stood nearby with camera ready, waiting to record the imminent train wreck for posterity (and the insurance companies) - miraculously, our services weren't required.

Three boats distinguished themselves with double bullets in Saturday's varied conditions: Bartz Schneider's Express 37 Expeditious, the Nash family's Hawkfarm El Gavilan, and Jeffrey Kroeber's Olson 25 Barking Dog. Two other boats posted noteworthy results: John Walker's Stockton-based Choate 40 Bottom Line, sporting a new and fairer PHRF rating, sailed well to win the large 'C' fleet. Meanwhile, Geoff Longenecker's San Diego-based Nemesis nipped Liz Baylis's ET by half a point in the 11-boat Antrim 27 fleet, the biggest gathering of these little rocket-

Clockwise from upper left — 'Sundog' (soon to be a 1D-35?); 'Kokopelli' and 'Mr. Magoo' jamming downwind; 'Blue Chip', the lone Farr 40 on the Bay these days; Steve Bates with special Big Daddy guest celebrity; 'Quartet' chases the resurrected 'Flexi-Flyer'. All photos 'latitude'/rob.

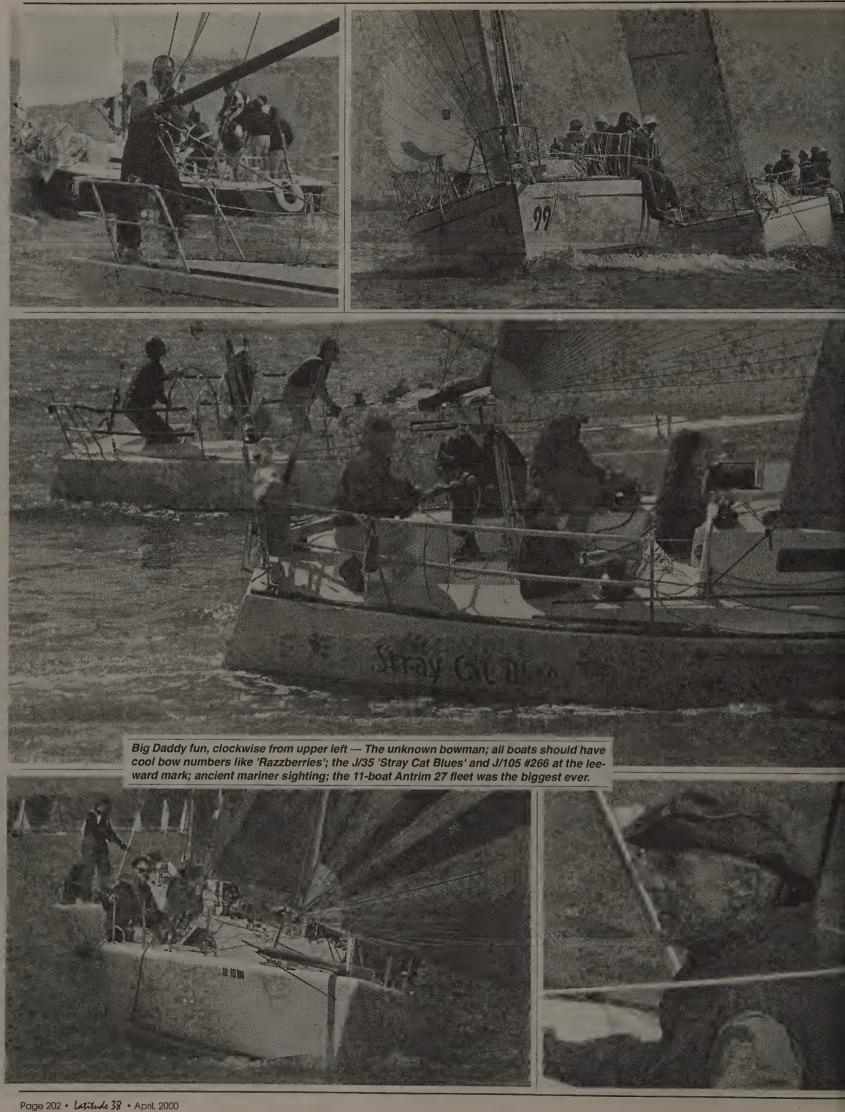


— GOOD TIMES ON THE RICHMOND RIVIERIA











WHO'S YOUR DADDY?

ships to date.

After Saturday afternoon's beer bash (kegs courtesy of Doyle, North and Pineapple) and lightly-attended evening dinner/dance ("No one parties like they used to!" lamented regatta chairman Steve Bates), the stage was set for the just-forfun part of the weekend, the Big Daddy Pursuit Race. With a steady 15 knot westerly helping the 80-boat fleet get off the Southampton starting line, the parade was on!

Most boats elected to round the two islands to starboard, i.e. clockwise. The eventual winner, Noble Brown's bright yellow Morgan 36 Goldilocks, did just that and iced the race by sailing north out of Raccoon Strait en route to the finish off the Richmond Breakwater. The current carried Goldilocks back down toward the finish line, while anyone who tried to straight-line it suffered from the wind shadow of Angel Island.

"This was our biggest win yet!" claimed Brown, who has owned his 1975 Morgan one tonner for less than a year. "We had a tough day on Saturday. We got port-tacked by *Prime Mover* at the weather mark, which caused us to get hung up for about ten minutes. But winning the pursuit race made up for that!"

Brown, an attorney, and fiancee/foredeck Monich Harrich keep Goldilocks in Benicia, and race with some of the best sailors from that distant harbor: Cliff Norman, John Dineen, Jeff Arnold, Stan Pressman, Jim Germino and David Rueter. The Goldi crew was as excited as Brown about winning the race, and naturally rewarded their skipper with a dip in the Bay.

- latitude/rkm

FLEET A — 1) Wasabi, Farr ILC 46, Dale Williams, 3 points; 2) Blue Chip, Farr 40, Walt Logan, 5;



Drag race — 'Raven' chases eventual Fleet A winner 'Wasabi' upwind. Hike, Elvis!

3) Bullseye, N/M 50, Bob Garvie/Chris Shining, 6; 4) Raven, N/M 39, Mark Thomas, 8. (7 boats)

LEVEL 72s — 1) Expeditious, Express 37, Bartz Schneider, 2 points; 2) Elan, Express 37, Bill Riess, 5; 3) Expresso, Express 37, Steve Saperstein, 5; 4) Re-Quest, Express 37, Glenn Isaacson/Carl Friberg, 10, (8 boats)

FLEET C — 1) Bottom Line, Choate 40, John Walker, 4 points; 2) #266, J/105, Kennelly/Toto/Dines, 5; 3) Troubador, J/33, Jim Hoey, 6; 4) Sticky Fingers, Mt. Gay 30, Lee Pryor, 9.5. (11 boats)

FLEET D — 1) Spirit of Bombay, Santana 35, Mike Whalen, 6 points; 2) Goldilocks, Morgan 36, Noble Griswold, 8; 3) Razzberries, Olson 34, Bruce Nesbit, 8; 4) Flexi Flyer, Soverel 33, Paul Shinoff, 8. (9 boats)

FLEET E — 1) Jeannette, Tartan Ten, Henry King, 5 points; 2) Enigma, Olson 911-S, Bob Hultman, 7; 3) Preparation J, J/30, Ron Tostenson, 7; 4) Redux, Olson 911-S, James Barnhill, 8. (9 boats)

ANTRIM 27—1) Nemesis, Geoff Longenecker, 4.5 points; 2) ET, Baylis/Hedin, 5; 3) Abracadabra

II, Dennis Surtees, 6; 4) Arch Angel, Bryce Griffith, 6.5; 5) Vigilance, Conrad Arnold, 10. (11 boats)

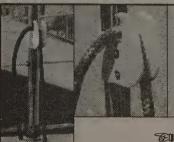
FLEET G — 1) Twist & Shout, Meiges 24, Jessica Lord, 5 points; 2) Run Wild, Olson 30, Dale Irving, 5; 3) Kwazy, Wabbit, Colin Moore, 6; 4) Family Hour, Olson 30, The Bilafers, 7. (7 boats)

EXPRESS 27 — 1) El Raton, Ray Lotto, 4 points; 2) Jaded Lover, Richard Bryant, 6; 3) Diane, Hodges/Mayberry, 10; 4) E-Type, Ben Landon, 10. (10 boats)

FLEET K — 1) El Gavilan, Hawkfarm, Nash Family, 2 points; 2) Predator, Hawkfarm, Lauren Durfee, 6; 3) Mustang Sally, WylieCat 30, Bill Siegel/Commodore Tompkins, 6; 4) Silkye, WylieCat 30, John Skinner, 6. (9 boats)

FLEET J — 1) Barking Dog, Olson 25, Jeffrey Kroeber, 2 points; 2) Csardas, Moore 24, Judy & Torben Bentsen, 6; 3) Taz, Moore 24, Erich Bauer, 7; 4) Hydropathy, unknown, Kit Wiegman, 7. (10 boats)

PURSUIT RACE — 1) Goldilocks; 2) El Raton; 3) Silkye; 4) Opus (Express 27, Mr. Crowson); 5) Tinsley Light V (WylieCat 30, Hank Grandin); 6) Chorus (Kettenberg 38, Peter English); 7) Run Wild; 8) Spirit of Bombay; 9) China Cloud (J/40, Leigh Brite/Cliff Wilson); 10) Ixxis (Olson 911-S, Ed Durbin). (approx. 80 boats; 73 finishers)



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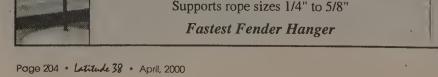
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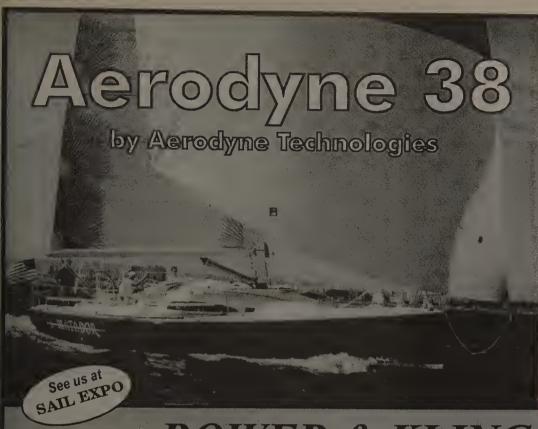
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DRY-BOTTOM CRUISING

With access to boat listings all over the country these days, you might find your 'dream boat' lying thousands of miles away in, say, Florida or New England. But



Marlene takes advantage of the warm weather to touch up 'Sea Chantey's varnish.

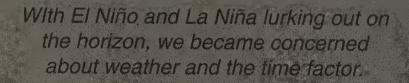
how would you get her home if she was too big to fit on a truck and you couldn't afford to take six months off to deliver her home back to the Bay on her own bottom? oceans to arrive at your chosen cruising destination. In either case, we have a solution — shipping your boat aboard the purpose-built freighter operated by United Yacht Transport.

After 45 years of sailing together, my husband, Bob, and I found ourselves in British Colombia's Queen Charlotte islands riding out the third gale in several days. Looking at each other, we realized that our knees were buckling more than our belts, so to speak, and Bob suddenly announced, "It's Trawler time!"

"I need a more stable platform than a foredeck," he explained; "and I want a stand-up engine room. I'm tired of working on an engine in close quarters by making love to it."

We were already retired at the time, and had previously cruised through Mexico, the South Seas, Canada and Alaska. Our kids were long gone, having grown into middle age themselves when we weren't looking.

l winced, trying to imagine my life without sails, but a short while later my spirit brightened when a 1979, 46-ft Cheoy Lee Trawler caught our eye — not bad distance vision since the boat lived in Detroit. We realized that because the top of



Or picture this scenario. Suppose you'd like to cruise on your own boat in the South Pacific or the Med, but you don't have the time or inclination to cross

This boat ain't goin' nowhere! Crewmen weld each boat's supports directly to the deck.



her superstructure stood 27 feet above the water, and her beam was 14'8", she was too big to ship by truck. "No problem," Bob said, "We'll bring the boat home to San Francisco ourselves on her own bottom."

So we bought Sea Chantey, and mapped out a year's trip visiting eighteen states by water. But with El Niño and La Niña lurking out on the horizon, we became concerned about weather and the time factor. How could we do this without hurrying like a cannon ball careening down a 10,000-ft mountain, and wearing ourselves out, as well as the boat. The answer was to use United Yacht Transport, a company we learned about in Ft. Lauderdale, Florida. UYT is a subsidiary of a Dutch company called Dockwise, that moves yachts — both sail and power — on a 545-foot ship named Super Servant



— THE FREIGHTER TRANSPORT OPTION

2,000 gallons of fuel. They would have required six oil changes, at least thirty miscellaneous oil filters and fuel filters, not to mention filters for the big double

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DRY-BOTTOM CRUISING

Racors that are mounted on each engine, spare raw water pumps, oil coolers, and transmission coolers. Then there would have been the added cost of private boat insurance that wouldn't allow us to travel anywhere near the Guatemalan coast.

By contrast, on the Super Servant 4 the cost of insurance for Sea Chantey would be covered by cargo insurance — \$240. We sent pictures of our boat to show its underwater profile so the company could plan what position it would take on deck. It was comforting to know that 40% of the company's business was comprised of repeat clients due to UYT's good safety record.

The price for the trip from Ft. Lauderdale to Lazaro Cardenas was \$20,000. When we told our grandson about putting Sea Chantey on Super Servant 4, he said, "Cool idea, Grandma." But then he wasn't paying for it. Grandpa, however, gets a bigger allowance. Bob paid a down payment to secure a spot and told them he wanted to travel along with Sea Chantey. The ship allowed sixteen passengers who would live on their boats, but eat all their meals with the crew. Boat owners could obtain fresh drinking water, they

were provided with sea water for air conditioning heat transfer, and could hook up electrical current and a hose for waste.

The pricing included transport of one passenger only per boat, but when Bob asked if I could come along too, he was told that I could if there was room. We learned that this particular run usually has a light load of passengers, so I held my breath.

When the big day arrived only thirteen passengers, including me, would board Super Servant 4. As we motored Sea Chantey through Port Everglades, we could see the large orange profile of the ship with a flotilla of sailboats fastened to her starboard side. Two 60-ft commercial fishing boats were already in place

on deck. Suddenly the sea water began rushing over the ship's deck, and its hull sank deeper into the water. Divers stood by blocks of wood that had been placed by blocks of wood that had been placed.

on deck. Suddenly the sea water began rushing over the ship's deck, and its hull sank deeper into the water. Divers stood by blocks of wood that had been placed earlier. When the in-rushing water reached the correct level, loud speakers announced which boats were to motor into position above the submerged deck.

We jumped when our boat's name was called and were instructed to proceed to





— THE FREIGHTER TRANSPORT OPTION

Granted, she's not the most streamlined ship we've ever seen, but you've got to admit that the concept for this mega-moving-van was a work of genius.



the middle rail on the port side. Eager deck hands grabbed our lines, securing them tightly, while bubbles agitated and popped around our hull as divers set up temporary blocks underneath. We watched as 24 vessels were maneuvered into place. Several sailboats which had been clinging to the ship were brought in by a small tug. These boats were on their way to join charter fleets in Papeete, Ta-

hiti.

The largest yacht aboard was a 115-ft powerboat whose owners planned to cruise her through the Society Islands. Two 60-ft commercial fishing boats would be off-loaded there also, although their

of the crew, deck hands were securing each boat with woven nylon straps, running fore and aft to deck cleats, and attaching them to the catwalk rails. The sea water had not been pumped out yet so we ran our generator to top up our bat-

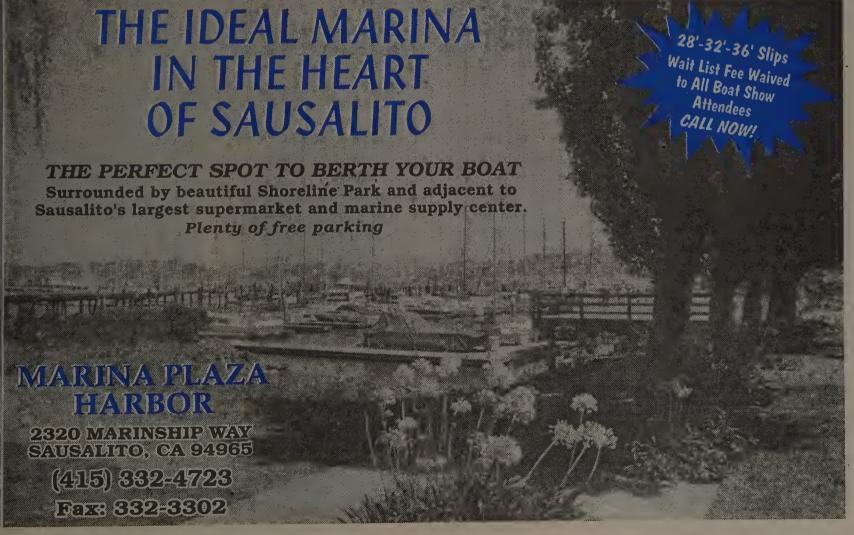
"We show the kids that the ocean is really alive, but that it's fragile and we must all take care of it."

ultimate destination was New Caledonia. The 42-ft powerboat secured in front of us had come from France and was also heading for New Caledonia after off-loading in Tahiti. Her skipper hoped to accomplish this by running one engine at a time to conserve fuel. Six boats, including ours, would get off in Mexico, and like an intricate game of musical chairs, they'd be replaced by six more boats there that were headed for Papeete. By nightfall, all the boats had been secured, but this was just the beginning of a fascinating ritual.

While we ate a huge dinner with part

teries until we could get a permanent hookup for our electrical system.

The next day we watched the sea water vanish as the ship ran her powerful pumps. We could see that the divers had put up temporary braces as well as blocks. While the hot Florida sun sucked up all the remaining moisture from the decks, workers of all kinds buzzed around in a great hurry. The owner of the 115-ft powerboat had ordered that his boat be completely shrink wrapped, while cranes lifted cargo nets filled with provisions, welding rods, spare parts and beer.



DRY-BOTTOM CRUISING

Fuel trucks lined up on the pier with bunker oil to top up Super Servant's tanks. Unfortunately, however, one truck had water in its oil, causing us to lay over an extra day while all the ship's fuel was taken out and replaced.

Hard working crew members rolled heavy arc welders across the deck, stopping at each boat to weld permanent steel supports under each boat's hull — they even welded the feet of the aluminum ladder that we used to climb up to our boat. The deck was alive with tiny fires of orange-blue light, and soon the temporary blocks were removed.

Heavy rolls of extra-wide nylon strapping were moved to each boat, then attached to a permanent ring in the deck. The strapping was then pulled across our boat and secured to the catwalk. Our boat, with us inside, had become snug secure and safe with someone else to do the navigating and keep watch.

More good news. The crew could be hired after their normal working hours to paint bottoms, clean and polish topsides, or do other maintenance jobs — the going price was about \$10 an hour. (Be still my heart.) We opted to have Sea Chantey's



After 45 years of sailing together, Marlene and Bob finally decided it was "trawler time."

hull and topsides polished, as she wore a brown-yellow mustache from her trip down the Inter-Coastal Waterway.

The crew kept busy during the day using welders to chip off old welds from the previous trip. Boat Captains cleaned, painted, and did engine maintenance, while we worked on wiring, installed new fixtures, painted, read books, and ate too many big meals in the ship's mess. 'Eat it today, wear it tomorrow' made a big impression around our middles.

Within five days we entered the Panama Canal, taking nine ungodly-hot hours to plod from the Atlantic to the Pacific. I would have killed for air conditioning in our boat. The rest of the days vanished like smoke. Eleven days after leaving Port Everglades, *Sea Chantey* was being off-loaded in Lazaro Cardenas. She was then dealt into the hands of Mexican officials who quickly extracted \$200 from us for a Mexican boat license.

The date was February 24. From there we started to hum, "California here we come..." as we cruised up the west coast of Mexico. We finally chugged under the Golden Gate Bridge on May 23. All in all, it had been a great trip and an amazing experience.

— marlene b. allen mill valley

For complete info on upcoming passages contact United Yacht Transport, 1535 S.E. 17th St., Ft. Lauderdale, FL 33316; (954) 525-8707; or fax: (954) 525-8711.

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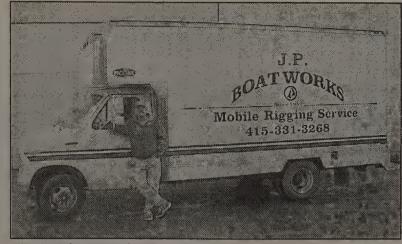
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can't take it any more!!!"

It was the voice of a man, who had been pushed beyond the brink. The scream was loud enough to be heard everywhere in the marina — and probably across most of the city on this calm and sunny spring morning. I put down my varnish brush and looked up, trying to get a bearing on the source of the yell.

An agonizing, bloodcurdling nonverbal shriek came next, followed by a large

I dropped the cover on the varnish can, jumped off my boat, and ran down the dock towards the source of the awful sounds — all the while wondering if I should be prepared to administer first aid or dodge automatic weapons fire.

Many other berthers had reacted in the same way, but the disturbance was closest to my boat and I was on the scene

What I found was one of my dock neighbors standing calmly next to his boat. There was a broken recoil starter cord from an outboard motor lying on the

"And your little dog, too!" he growled as he kicked the pull cord and its plastic handle into the harbor.

It was clear what had happened. My fellow berther had gone postal over his outboard, and it was now at the bottom of the marina. I could still see bubbles rising to the surface.

"Motor trouble?" I asked tentatively.
"Not any more," he said with a crazed smile. "Not any more. . .

Other berthers arrived. "Nothing to worry about," I said to calm the crowd. "All he did was give his old outboard the heave-ho."

"I've been there," one of the boat-owners said in a consoling tone.

"Me too," said another sailor. "except it was a British Seagull, and the kid who pulled it up said that after the dunking it started on the first pull."

'Good on ya, mite," said an Australian in the crowd. "After all, it's a sile-boat."

"Don't let the harbormaster or the EPA find out about this," said another on-

prematurely you've done the environment a big favor."

Lee Helm was among the second wave of rubberneckers who stopped to see what had gone wrong in our otherwise peaceful marina. A naval architecture student at the university, normally she'd be out windsurfing on a Saturday. But the wind was too light for her short board, so she was going to do some "sit-down sailing" with friends, as she later explained.

"So, are you going to get a new outboard?" I asked as most of the onlookers began to lose interest and walk back to their boats.

"I'm done with infernal combustion forever," he stated flatly. "From now on it's only steam, electric, or sails. I've had it with motors that don't start. And don't tell me that it's just because I 'just don't know how to talk to them' or some similar nonsense.'

Clearly this man was still a little unbalanced by the experience, so I wasn't going to press the point.

"Steam is way cool," said Lee, "but the machinery would fill up the whole boat. What kind of electric system are you look-

'I'm in the market for a new boat anyway. Something that would normally have a diesel inboard, but I'm going to go electric instead. Meanwhile, I'll pick up an electric trolling motor for this boat. There's a model that's equivalent to a six horsepower outboard, and it will run for three hours on two deep cycle batteries.

"Um, I think you should like, check your math," said Lee.

"No, it's all right here in the sales literature. I'll show you. . .

He invited us to follow him into the cabin of his boat, an aging fiberglass cruiser/racer that had once been one of the more popular one designs on the bay. The three of us sat down on the cabin settees (after checking to make sure the

power gas outboard, assuming 15 pounds of thrust per horsepower."

"But that's at zero speed," Lee pointed out as she took the documents from the boat owner's hands. "Look at the power absorbed: 37 amps at 36 volts. Voltage is probably nominal 12 times three, which is really 12.8 times three, so we have. . . she hit some buttons on her calculator watch..." 1.42 kilowatts, or ... 1.9 horsepower of electrical energy going in. Like, even with a 100% efficient motor and no losses, you won't even match the power of a 2 horsepower outboard."

"But thrust is what actually makes the boat go," he argued. "It's not just about horsepower. If the electric motor gets more thrust from less power, then it's the better solution.

That thrust is at zero speed," repeated Lee, pointing to a number on the specification chart. "I mean like, the pitch of that propeller is only four inches. As soon as it's moving two knots through the water, the thrust is probably cut in half. Thrust probably goes to zero at five knots or less. It's true that 15 pounds per horsepower is a good rule of thumb for typical outboards, but that thrust will be maintained

I ran down the dock, wondering if I should be prepared to administer first aid or dodge automatic weapons fire...

looker. "There's an oil slick forming al-

"Not to worry," said the sailor who had had the Seagull. "If it was a two-stroke, 20% of every tank of fuel ends up in the Bay anyway. By ending that motor's life cushions were dry, unlike the ones on my boat) and he pulled out brochures for electric outboards and related accessories.

"See?" he said as he passed one of them to Lee. "One hundred and one pounds of thrust. That's equivalent to a six horse-

— POWER PLAYS



An electric launch, one example of an appropriate use of electric propulsion: Low drag displacement hull, smooth water, protection from wind, and most important — immediate access to recharge after each use.

at a much higher boat speed than with a low pitch; low RPM electric. I mean like, power equals thrust times speed. At zero speed, you can build a device to make thrust arbitrarily high. But that doesn't mean it's going to be of any use for actually moving things through the water."

"You're saying I should be converting from kilowatts to horsepower instead of from pounds of thrust to horsepower?"

"At least that way you'd be making a conversion that's dimensionally possible, and yes, it would give you a better idea of what the motor could do compared to gas. But on the trolling motors the pitch is still too low, even if it did have enough power, in theory, to push you up to something near hull speed."

"Two horsepower isn't necessarily unreasonable for a boat this size," I suggested. "I've seen boats as big as 25 feet with two horsepower outboards that do fine motoring around the marina."

"For sure," agreed Lee. "Even the

ultralight I race on uses a two horsepower 4-stroke. But it's like, useless against a 15 knot headwind. If you go the trolling motor route, sure, it will get you out of the harbor in flat calm, but much slower than a gas outboard, and at lots more weight and expense."

"I was thinking I'd need three group 27 batteries," said the motor-tosser. "At 117 amp-hours each, in parallel, I'd have 117 amp-hours at 36 volts, 37 amps lasts three hours. Enough to get to Angel Island, or the City Front." discharge them half way if you expect a reasonable service life. So the energy density is... 2.246 kilowatt-hours in 85.73 kilograms, or 26 watt-hours per kilogram."

"That doesn't sound so bad," said the skipper. "I can always add more batteries. This is a heavy boat, and it's not that load sensitive."

"But compare it to the energy density of other storage devices. Lithium batteries store 400 watt-hours per kg. And gasoline contains about 13,500 watt-hours per kg, diesel fuel has 11,800."

She paused for a second to gauge our reaction and, mistaking bewilderment for skepticism, qualified her previous statement.

"Well, okay, I should really divide the fossil fuel number by maybe three for the thermal efficiency of the engine if I'm comparing to stored electricity, but you get the point: if you actually want to go anywhere using stored power, lead-acid batteries are a really, really really inefficient way to do it, at least in terms of weight."

We were interrupted by someone knocking on the companionway hatch.

"I heard you lost a motor over the side," said a young man in a wet suit and dive gear. "Only five bucks to get a line on it for you, since I'm here doing bottoms anyway."

"I never want to see that motor again as long as I live," said owner of the boat.

"Okay," said the diver. "Mind if I salvage it then? You know, you'll get a big fine if that oil slick gets reported."

"All yours."

Lee and I kept browsing through the sales literature and spec sheets on the cabin table.

"There are some electric outboards built for propulsion instead of trolling," I noted.

"Right," said Lee. More power, and props pitched for higher speeds. And

Lee paused for a second, mistaking bewilderment for skepticism...

"Not against a flood tide," I noted. "And how much do those three batteries weigh?"

Lee had already found the battery specs in the pile of papers on the table, and was working the buttons again on her calculator watch. "63 pounds and \$75 each, for a total of 189 pounds and \$225. And like, remember that you should only

those electric launches are really cool."

"But they're meant for small harbors and lagoons," I said, "where you can count on flat water, protection from big wind, and immediate recharge after each use."

"The thing about lead-acid batteries," added Lee, "is that they take about as much skill to operate properly as a gas engine."

"How so?"

"It's the chemistry. Leaving a lead-acid battery in a discharged condition can be death. Charging too fast is a problem, discharging too fast reduces performance, discharging too deep is bad, and every

blades for low sailing drag, and an engine with a big power reserve for

My fellow berther had gone postal over his outboard, and it was now at the bottom of the marina.

discharge requires planning the recharge. So you're tied to hopping from one shore power socket to another, or you have to have a hybrid system with a charging engine, in which case you're back where you started."

All right, I give up," conceded my dock neighbor with a sigh. "You're making me reassess my expectations for the trolling motor. But I'm still glad I threw that damn outboard in the drink, and l still think that a little electric job is all I need to get in and out of the harbor. I can live with two knots, if that's all I get."

"You might be right about the motor in the drink," Lee agreed, "but for other reasons. I mean, like, now you'll learn how to sail in and out of this slip."

"Let's talk about my next boat," he said. "I know the electric inboard won't be nearly as powerful as a diesel, but it seems to me that most sailboats hardly ever use more than a small fraction of their installed power anyway."

"'Hardly ever' is the operative phrase," said Lee. "What you have in the average cruising sailboat is a very easily driven displacement hull with a humongous amount of parasitic windage. So like, the power needed to go hull speed in calm water is a small fraction of the power needed to make useful progress in a strong headwind. That means there are, like, two design points. The first is stillwater cruise, where only a small amount of power is used. The propeller is pitched for reasonable efficiency in this condition. But then in a strong headwind the only way to make any progress is to pour in much more power and spin the propeller much faster. The slip ratio goes way too high, but at least the power is there. And really, like, there's three design conditions, if you consider sailing as the third design point. That one requires that the propeller be way too small, and have low blade area to minimize drag under sail or to allow folding or hiding behind the keel. The result: a small propeller, with high pitch for efficient low-power cruise, thin

"I was planning to use controllable pitch to improve efficiency over a wider range of operating conditions," said the would-be experimenter. "But I never had any reason to believe that the propeller diameters are wrong."

"Virtually every propeller ever fitted on a modern displacement hull or mediumspeed planing boat is too small," asserted

"Explain that one," I challenged.

"Well, the propellers aren't really 'wrong,' she said, "in the sense that there are good reasons for them being too small. But they're still too small to operate most efficiently. The main reason is because the propeller has to fit between the bottom of the boat and the bottom of the ocean. Also the shaft angle becomes too steep if the propeller is big, or the engines end up too far forward if the shaft angle is kept within reasonable limits. So diameter is usually set at the maximum that fits, and then pitch and reduction ratio are all that the designers and the operators have to play with."

"But why does small diameter degrade efficiency?"

"Think of a propeller as a device that generates forward thrust by pushing water backwards."

"Simple enough," I said.

"Now, the amount of thrust equals the rate of change of momentum applied to the water. Momentum is mass times speed. So for any given unit of time, the thrust is proportional to the mass of the water pushed back times the speed at which it is pushed back."

"Still with you," I said.

"Now consider how much energy it takes to push that water back. Energy is proportional to mass times velocity squared. Remember that."

"Okay, got it. E equals one-half M V squared.

"Good. Now if you take a gallon of water and push it back at ten knots, you'll get the same thrust as if you take two gallons of water and push them back at five knots.'

"Right."

"But which operation required more energy?"

The boat-owner and I scratched our heads, and eventually came up with the right answer. Ten squared is four times as much as five squared, so even though there's only half as much mass, there's still twice as much energy required. Although we couldn't say it quite that clearly at the time.

"There's hope for you yet," allowed Lee.

"Same thrust from both, but in this example, more water moved slower is twice as efficient as less water moved faster. So like, a big propeller, turning slowly, that only adds a little bit of speed to a lot of water, will be much more efficient than a small propeller that adds a lot of speed to a little bit of water."

"And this has always been common knowledge?" asked my friend.

"For sure," said Lee. "But like I said, there are practical reasons for almost never making propellers big enough. Except, like, for very fast boats where the frictional resistance of the propeller blades begins to take over if the propeller gets too big, or for surface-piercing propellers, where the propeller is behind the boat, and the hub centerline is even with the bottom of the transom, so the propeller can be really big without incurring shaft angle penalty or an increase in navigation draft."

"I thought surface-piercing propellers were just for hydroplanes and other race boats," he said.

"That's still the main application," Lee confirmed, because the air cavity brought in when each blade penetrates the surface suppresses the more damaging vacuum cavitation, and also because strut and shaft or lower unit drag is eliminated. But even for relatively slow powerboats, a surface-piercing propeller is the most practical way to get an optimal propeller."

"So large diameter is the way to go," said the boat owner.

"Right. Till you look at the cost of the deeper reduction gear, shafting to carry the higher torque, and the larger propeller. Unless the boat operates under power full-time and fuel economy is a big issue, then the economics might send you right back to the too-small propeller and oversize engine."

here must be some technology on the horizon that will make electric propulsion work without internal combus-

— POWER PLAYS

tion," he lamented. "To be honest, I don't think I really want to do this to be practical. I want clean and quiet, and I just plain hate internal combustion engines."

"Fuel cells!" pronounced Lee. "Just put fuel in, electricity and water vapor and carbon dioxide come out. The technology is evolving fast."

"Still a source of carbon pollution, though."

"Not if the fuel is from a biological source, like barley or corn oil. The plant takes the carbon dioxide from the air to make the oil, you put it back when you react it in the fuel cell. *Voila*, no net carbon load on the biosphere. Perfect for ecopurists."

"I like it," he smiled.

"But you'll have to, like, wait a few years, and pay trans-nasally."

We left our friend to ponder his options, and climbed back out to the cockpit and then back to the dock.

"With the money he's about to spend on these electric experiments," I said, "he



The usual sailboat propeller: Too much pitch for high thrust conditions, too much installed power for cruising speeds, too small diameter for efficiency. But still the optimal arrangement.

should just buy a new 4-stroke outboard every couple of years. It would be reliable enough for him to get along with, and

smooth and quiet compared to what he tossed overboard this morning. Why would anyone want to go electric?"

"Like he says, it's irrational. You get low noise, zero emissions — at least locally — and reliable starts. "But they might work if you can tolerate poor endurance and routing flexibility, and don't mind giving the batteries the special care and feeding they demand. And if you can handle the weight and cost. And if you like the weirdness factor."

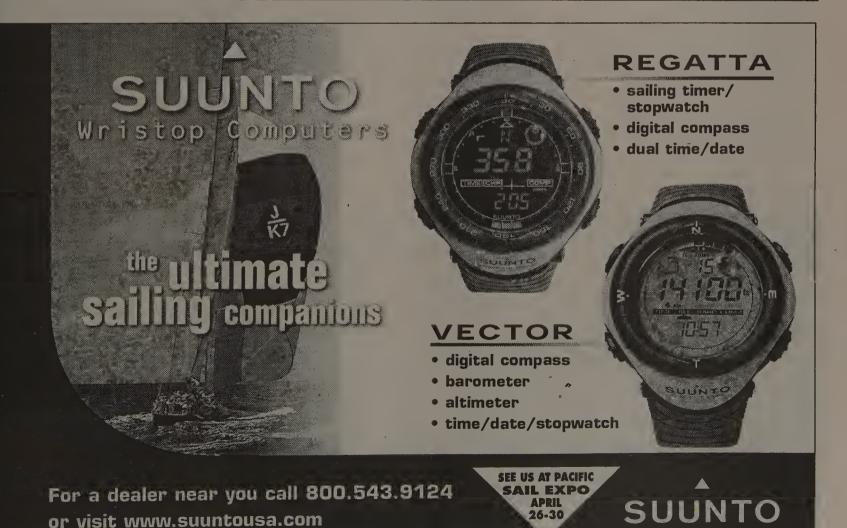
Lee went back to the boat she was going to sail on for the day, and I went back to mine.

On the way, I saw the diver again.

He had the drowned motor on the transom of his inflatable work boat. The motor cover was off, and some of his tools were spread out on the dock. The motor was running.

"Purrs like a kitten!" he grinned.

- max ebb



HEINEKEN REGATTA 2000

What's the biggest race event in the

If you answered "Antigua Race Week," you'd be wrong. This year's Heineken Regatta, out of St. Maarten, just barely edged out the classic Antigua eyent with 256

of America and Europe.

A quick look at the host island: St. Maarten/St. Martin is the half Dutch, half

Several members of Dutch royalty were rumored to be among the bareboat racers.

boats on the water. The Heineken attracted maxis from California and Europe, new custom race boats, open-formula multihulls, and over 120 chartered bareboats to this three-day, four-party one-island format. The trade winds did their usual thing, and hardly anyone went away disappointed.

It could still be argued that the sevenday Antigua Sail Week, as it's now called, involves more competition with its five days of racing. But the Heineken Regatta is still in boost phase, and the growth curve shows little sign of leveling off.

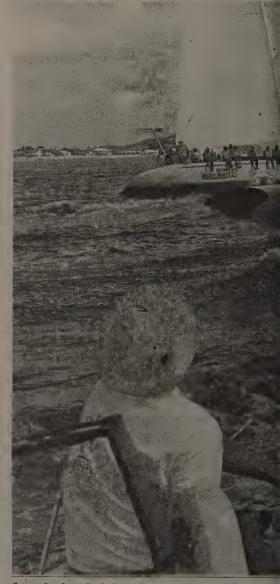
Why, then, are so few left-coast sailors aware of the event?

It's all those wet T-shirt photos from Antigua. While few West Coast sailors take much interest in who wins or loses races in the Caribbean, Antigua has cultivated a worldwide reputation for wild parties and a raunchy anything-goes atmosphere. Plus the word "Antigua" rolls off the tongue in a natural Antillian accent that leaves "Heineken Regatta" sounding just a bit too mundane and sanitary.

But these perceptions, wet T-shirts and all, are only skin-deep. Dry out the shirts, and you'll find that Heineken's French island near the top of the north-south chain of Lesser Antilles stretching from the Virgins to Trinidad. There are 62,000 people living in 34 hilly square miles, with significant expat populations from the Netherlands, France, and the U.S. The Antillian locals speak Caribbean English at home, Dutch or French in school, and sailing when the Heineken fleet is in town.

This community gets behind a big sailing event like no other venue on earth, so it's not the least bit disingenuous to say that the regatta is "hosted" by the island as a whole. Hotel desk clerks barter for race T-shirts, and it's the main topic on the call-in talk show on local radio. The island population is welcome at all the parties — a rare feature for big sailing regattas. Doors open at every turn, and the feeling isn't anything like the have/have not dynamic that often greets yachties and cruise ship passengers on shore leave. The result is a great environment

Left to right — Overall winner 'Crash Test Dummies' featured cool yellow and black caps that matched the icon of 'real' crash dummies; the awards ceremony was as fun as the sailing; sunset over Marigot, on the French side.



friends decided there were too many boats in the harbor and not enough racing. So they rounded up a small fleet, organized a party, and passed out bottles of beer — which happened to be Heineken — at each mark.



number is the one that should really be scrawled under "for a good time" in yacht club bathrooms all across the frozen north

for post-race social opportunities.

The Heineken Regatta got started 19 years ago when Robbie Ferron and his



Everyone had fun, and by 1984 Heineken was on board as an official sponsor. The charter fleets got involved,

- THE ULTIMATE 'BEER CAN' RACE



Trimmer's eye view of the start from the 'W' Class sloop 'Wild Horses.'

and there was no turning back. This 20th running of the event involved a budget of \$250,000 and 120 volunteers.

Ferron is still involved, and this year

those words have been heard before, and don't mean much without some carefully thought-out policies and factors to back them up. Here are a few of them:

• Volunteers — "The people who started

The real miracle of the Heineken Regatta is that only two paid staff can manage this quarter-million dollar budget and 120 volunteers.

Along with the personalities, I think it's the tropical seabreeze and the laid-back island attitude more than any particular management theory. Don't try this at home!

• The Dutch connection: Synergy with the sailing community in The Netherlands — Of the 122 bareboat charters in the regatta, well over half were raced by crews from Holland. It's a perfect escape for a Dutch sailor enduring a much-too-long winter in northern Europe. Heineken is to them what Key West is to U.S. East Coast racers. There are direct flights from Amsterdam to St. Maarten, and the locals even speak the language.

• High quality race management — They don't make the common mistake of trying to do it all in-house. Top-end judges are imported from other islands, and the RC gets the resources it needs. The result is that the high rollers can count on professional-level race management, a very necessary element to keep them coming back year after year.

But along with running a tight ship, there's a deliberate policy to be competitor-friendly. "Instead of 'read your race instructions,' the race committee's attitude is 'What do you want? How can we help?' "It's a fun group to volunteer for," noted Cap'n Fatty.

On the water, the RC makes frequent use of VHF and is free with explanations on the fly. The perception in the islands is that northern race committees just love to see boats DSQed because they didn't read the flags correctly. A perception



co-chaired the event with Caribbean pundit Gary Goodlander (aka "Cap'n Fatty"). "Serious fun" is their motto — although

this are not organizational geniuses," notes Cap'n Fatty. "Fortunately, a high quality event attracts good volunteers."

that's not entirely justified, but even so, the folks down there are on to something.

• A handicapping system that many ex-

HEINEKEN REGATTA 2000

perienced racers actually <u>like</u> (at least in the monohull classes) — The handicapping system used for the Heineken Regatta is the Caribbean Sailing Association's CSA rule. For the mathematically challenged, suffice it to say that CSA

ALL PHOTOS PAUL KAMEN

four relatively short races is more than enough for the winners to make their point, and the round-the-island finale on Party Central to a different city every night, following the fleet to the other side of the island and back. But the problems





seems to be working the way a measurement rule should work. (For those who pretend to understand handicapping, see sidebar.)

 Support for entry level racers — Charter fleets offer turn-key service for charterers. You can charter through one of the major bareboat operations and pick up a boat that's already entered, measured, bottom-cleaned, and equipped exactly like the boats you'll race against. And, while it may be painful to contemplate more than a hundred bareboats struggling downwind in less than ten knots with no spinnakers - not even so much as whisker poles — the racers don't seem to feel the pain. Anyway, the wind is usually well into the teens at least, and even those heavy dacron roller-furling 120% jibs stay wung out once you know how.

Several members of Dutch royalty were even rumored to be among the bareboat racers, so whatever stigma might exist against non-spinnaker competition doesn't find its way to this island. A win in a bareboat class is respected every bit as much as a win in Racing I, and for good reason.

Another important attraction of bareboat racing is that only two people on each crew need to know anything at all about racing for the boat to be competitive. This exposes a vast number of newbies to the big-boat regatta experience, and perpetuates the market in a major way. It would be hard to come up with an example of any sponsored event in the U.S. that pays a tenth as much attention to the entry-level racer.

• Racing Format — Not too long and not too many. Three days and three or

Left to right — Regatta organizers 'Cap't. Fatty' Goodlander (I) and Robbie Ferron; 'White Wings,' one of two 'W' Class sloops in attendance; riding the rall on the 85-ft 'Freddie,' aka Admiral's Cup winner 'Jaguar.'

the last day is as scenic a course as you'll find anywhere. This leaves plenty of time for a bareboat on an eight-day charter, for example, to also do St. Barths and/or Anguilla in cruise mode.

• High quality party management — The same level of intensity and professionalism organizers bring to the race course is also evident at the parties. The food is good, the prices reasonable, and the music way too loud.

One can only imagine the logistic headache of relocating Race Headquarters and and expense were completely invisible to the racers and party-goers, and very much worth the effort. Especially the move to "France" after the first day of racing.

• Community and press relations—Inviting the locals to the parties is just the beginning. This year, our own Jim DeWitt was brought in to supervise a sailing art competition through the local schools, involving about 140 kids. This sort of thing has some very positive implications for the long-term acceptance of this regatta on the island's annual event calendar. To the locals, this is not just about foreigners with cash to drop. (Jim also

Despite getting beat up by the handicappers, Hans Bouscholte and his crew had a great time on the unlimited 40 'J.P. Van Eesteren.'



— THE ULTIMATE 'BEER CAN' RACE

created the regatta logo art and some of the prizes.)

• The right sponsor — Heineken didn't

Eesteren (ex-Kelly Services). One of the last boats designed to the Unlimited 40 rule in the early '90s, it won the Route de



come to St. Maarten looking for floating billboards. Nineteen years ago when the regatta began as a simple beer can — er, beer bottle race — the sailors were powered by Heineken as much as by any other liquid source of power. And being a half Dutch island, you'll see the Heineken logo on about every storefront awning anyway, regatta or no regatta. So Heineken was a natural fit, and presumably the company gets enough exposure among its European customers to make it worth their while.

• Last but not least, the Heineken has its share of interesting people and cool boats.

The fastest boat on hand in 2000 was undoubtedly the 40 foot trimaran *J. P. Van*

Rhum in '98. As *J.P. Van Eesteren*, it's driven by Hans Bouscholte, best known for his unescorted 15-day crossing of the Atlantic in a Nacra 19 early last year.

J.P. won the multihull class at Heineken in '99, but was hit with a huge

the big machine could do to save its time. These ratings weren't even published until the second day of racing, and Bouscholte's protest was disallowed.

The monohull fleet is big enough so that each class is comprised of more-or-less similar sizes and types. Not so in the racing multihull class, where performance envelopes are as varied as hull and rig configurations. This makes the handicapping difficult, especially when there's no objective formula-based rule to plug into. *J.P.* appears to have gotten the short end of the handicapper's measuring stick this time around.

The class act of this year's regatta was Donald Tofias' matched pair of 'W class' yachts. Designed by the late Joel (son of E.B.) White as a kind of throwback to the New York 50 (on the waterline) class, these boats are new, wood, modern below the waterline, and two million dollars each. Superlatives fail. It's hard to look at one of these boats from any angle without visualizing a stunning cover photo for WoodenBoat.

And with two of them on the course, it's possible to look over at the other boat

Only two people on each crew need to know anything about racing . . .

rating penalty under the partially subjective "St. Maarten Multihull Rating" for this year's event. Rating 1.577 (compared to the remainder of the class that ranged from 0.975 to 1.209), there wasn't much

and see exactly what kind of picture this exquisite ride makes from the out-of-body perspective.

The New York 50 class was designed by Nat Herreshoff in 1913, and nine of them raced as a dry-sailed one-design in western Long Island Sound. Tofias is attempting to recreate this mode of racing, so far with only partial success. The literature promoting the W Class makes the case against handicap racing, and extols the virtues of boat-for-boat competition in strict one-designs — where only the skill of the crew determines the outcome. lronically, that's exactly the kind of racing that was going on further back on the course, where large numbers of lowly bareboats were fighting it out boat-forboat.

Still, it's surprising that more of the W boats haven't sold. The concept of an elegant, classic, top-end one-design seems viable, and these boats are a magnificently executed example.

The formula for this event is still developing," emphasizes Robbie Ferron.



HEINEKEN REGATTA 2000

THE CSA RULE

The CSA is a for-real measurement rule, originally derived in Trinidad from the old RORC rule. After evolving through several formats — at one time it resembled a simplified version of IOR — the rule now seems to follow the European CHS or Channel Handicap System philosophy. That is, it's a measurement rule with a secret formula that's adjusted periodically to suppress any unfair trends. There's an age allowance, and measurers are instructed to compensate for anything that looks like an unnatural speed bump. There's also room for subjectivity on the part of the measurers in deciding what type of boat they are dealing with, which in turn can affect the formula that generates the rating.

CSA differs from most other measurement rating systems by the way it's tailored to visiting yachts that won't tolerate an elaborate or expensive measurement process. Measurement is all done in the water, there's no inclining test, and owners have the option of measuring "heavy" with all their gear on board. It's also relatively friendly to non-spinnaker rigs, although for large events it's not necessary to mix spin and non-spin racers.

The other element that makes this rating system work so well is that few boats have ever been designed to beat it. It gets at displacement by measuring only two quarter-beam hull depths, for example, something that could easily be exploited. But with IOR long dead, IMS struggling (and irrelevant to all but the very top-end race boats), and CHS/IRM/IRC not yet having a foothold in the western hemisphere, CSA is probably the most widely raced-under measurement rule on this side of the pond.

Considering the stature of the Caribbean race events that use CSA, don't be surprised to see an all-out technology war between CSA and some innovative designers in the next few years. But for now, as mentioned in the main text, CSA seems to be working the way a measurement rule should work. That is, most of the racers really do think that the rule is fair...

(Lots more detail is available at http:/ /www.caribbean-sailing.com/english/ rules/index.html)

"The parties, the show element, and the racing." Ferron would not rule out a fleet of double the size in the years to come.

Will "Heineken Regatta" join "Antigua Race Week" in the West Coast vocabulary? Current projections say 'yes'. And there's enough recovery time in between to do

More details about this and next year's Heineken can be found at www.heinekenregatta.com. But keep in mind that practically every raceable charter boat in

the Caribbean is reserved long in advance for the first weekend in March, so act fast.

— paul kamen

RACING DIVISIONS:

RACING | - 1) Crash Test Dummies, Henderson 35, Doug Fisher, Trinidad; 2) Twister, BH-41, Les Crouch, USA; 3) Mermaid III, Custom, Bill Berardelli, Tortola. (11 boats)

RACING II — 1) Girobank/Biolab, Henderson 30, homeport N/A; 2) Caribbeanmatra, Melges 24, St. Martin; 2) Rehab, 11:Metre, Norway. (10 boats)

BIG BOATS - 1) Ulysses, Swan 60, Italy; 2) Highland Fling, Farr 60, Monaco; 3) Equation, SC 70, USA. (7 boats)

OVERALL — Crash Test Dummies, Henderson 35, Paul Amon, Trinidad.

CRUISING/RACING DIVISIONS:

C/R I - 1) Harrier, S&S 48, USA; 2) Neva, Swan 56, USA; 3) Anthem, Custom Tripp, USA. (18 boats) C/R II - 1) Flechette, Dufour 39, Antigua; 2) Alibi, Swan 44, USA; 3) Morning Mist, Swan 37, Barbados. (12 boats)

C/R III - 1) Nash Star, First 42s7; 2) Scarlet-Oger, First 42s7; 3) Pissaro, First 42s7. (20 boats) OVERALL - 1) Flechette, Dufour 39, Ronald Roberts, Antigua.

CRUISING DIVISIONS:

CRUISING I - 1) Three 60, Aerorig, USA; 2) Javelin, Frers 77, USA; 3) Volador, Frers 80, USA.

CRUISING II - 1) Budget Nautique, Kelt 9M, Antigua; 2) Poncho, N/A; 3) Pretty Woman, Sovereign 54, St. Martin. (15 boats)

OVERALL - 1) Budget Nautique, Kelt 9M, Hans Lammers, Antigua.

BAREBOAT DIVISIONS:

BB I — 1) Fijnhout, Mooring 504, Netherlands. (20 boats)

BB II - 1) Kalalou, Dufour 45, Germany. (24 boats)

BB III - 1) Team Cape May, Oceanis 461, USA. (24 boats)

BB IV — 1) **Milestone**, First 42s7, N/A. (26 boats) BB V - 1) Fantasque, Centurion 47, N/A. (24

OVERALL - 1) Kalalou, Dufour 45, Hans Wulff, Germany.

OTHER DIVISIONS:

OPEN — 1) BeMine, type/homeport N/A. (8

MULTIHULL (racing) - 1) Plan D'Enfer, trimaran, Martinique. (8 boats)

MULTIHULL (cruising) --- 1) Trois Quatorze, type N/A, France. (6 boats)

BEACH CAT - 1) Team Texas, Inter 20, USA. (5 boats)

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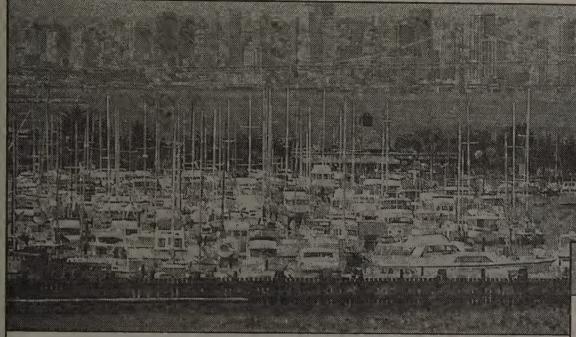
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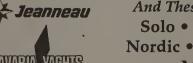
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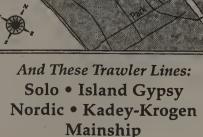
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2000 CREW LIST —

I magine this: you walk into your local Cheers, order up a brewski, check out the babes/hunks — and the next thing you know, you're waking up with the hangover of your life, and you're aboard an outbound tanker whose next stop is Kuwait.

This may seem the stuff of a Stephen King novel ('read' via books-on-tape on the 16-speaker Bose sound system of a \$51,000 SUV, of course), but in the old days, it was a very

little bit about you, your boat and your plans (see the shaded boxes to understand the 'codes'), along with a phone number. People looking for cruising boats on which to crew will see that

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

popular way for captains to get crew — and for crew to get ships, even if they'd never sailed before and didn't even want to go to sea. The captain would pay a 'crimp' so many dollars a head, and the crimp would prowl the waterfront — San Francisco's Embarcadero was a prime hunting ground — and get the guys. Working with bar owners, the poor slob who got targeted was slipped a mickey, and soon after he hit the floor, he was on his way to sea.

Later on, when things got more civilized and yachts entered the picture, it was still not always an easy task for boats to find crews or vice versa. Lots of times, it was done by some kind of hierarchy — a brother's nephew who wanted to learn sailing, or the friend of a friend of a friend whose brother's uncle had a boat. A lot of times, though, the best way for potential crew to find a ride was to simply walk the docks. In the case of race boats, a good time was the morning before a race. For cruising boats, inquiries were often made weeks in advance of departure time, with offers of time and help preparing the boat used to sweeten the pot. Attractive women could augment these approaches by walking the docks naked.

How times have changed. These days, all you have to do is take part in a crew list such as the one you're looking at right now. These come in all shapes, sizes and places nowadays, from print media to lists at yacht clubs to sites on the internet. We like to think *Latitude* runs one of the best of the lot. And as far as we know, it's the oldest, too — the world's first crew list (that we know of) appeared on these pages almost 20 years ago.

It has grown by leaps and bounds since then. Every time we think it's going to get predictable, it takes off in a new direction. For example, in this year's list, almost exactly the same number of cruising-oriented sailors signed up as last year. But the 'Daysailing' lists just exploded, eliciting about a third-again as many listees as in '99. Why this is, we have no idea, but we're happy to see it nonetheless.

One of the hallmarks of the Latitude Crew List is its user

friendliness. It's very easy to use. Say you're a boat owner who wants to cruise down south, maybe spend a few weeks exploring the Channel Islands as kind of a 'shakedown' for a possible Mexico cruise later in the year. Only problem is, you and your wife could use an extra hand or two to help run the boat. If you're on top of things, you would have sent in a Crew List form and your name will appear on these pages. Next to it will be a

and call you, offering their services. You can also peruse the 'wanting to crew' lists, and select prospective crew that way, too.

That's all there is to it. If you're looking for a boat on which to crew, just reverse the process. Whether it's cruising, daysailing, boat swapping or co-chartering; whether you own a boat or not, there's a category in this Crew List for you. Well, except for racing. The Racing Crew List appeared in the March issue. If you're interested in that facet of the sport, you're on your own. You can still go back and peruse the March issue if you want, but at this late date, the pickin's will likely be slim.

The Crew Listing process has put together thousands of crews over the last two decades. Most of them that 'wrote home' told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and *thanked* us for it.

Of course, not everyone lives happily ever after. Less savory incidents have also occurred, most involving personality clashes. Although to our knowledge no permanent injury has resulted from Crew List associations, we do ask that the ultimate decision to crew aboard a boat, or take individuals aboard to crew, be your own. In that light, please read and acknowledge the disclaimer in the gray box above before using the Crew List.

That said, you do not need to be on the Crew List to use it. Even if your name doesn't appear on these pages, you can still join in. It'll just be one sided is all — you'll be doing all the

calling instead of having people call you, too. Of course, that's still better than sitting on your duff this summer watching *X Files* reruns. So *carpe diem*—seize the day and start making those calls.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much (if any) nonsailing upkeep might be required,

responsibility for lunches, how much of his/her own gear a crew should bring, and so on. These Q&A sheets will obviously be longer and more detailed for those planning long cruises than daysails.

When you write out the questions, leave blank spaces between each. The extra room is for jotting down answers. When you're done, run off a dozen or so copies of the question sheet(s). When

CREW PARTY DIRECTIONS TO THE CORINTHIAN YC

Exit Highway 101 at the Tiburon/East Blithedale turnoff. Proceed east to downtown Tiburon, about a 10-minute ride. Turn right on Beach and left on Main. Proceed until the 'roundabout' where you'll see a pay parking lot (maximum \$8) on your left. Park there (or good luck finding parking on the street). The entrance to the Corinthian YC parking lot is directly across the street from the pay lot toll booth. *Note: This is the 'back way' into CYC. The 'front way' (down Main off Tiburon Blvd.) is closed due to road work.

SOMETHING FOR EVERYONE



A bottle of wine, a loaf of bread, thou — and a great sail across the Bay with good friends and a good breeze. Call us blased, but it doesn't get any better than that.

you make or receive a call, pull a fresh sheet from the stack and write the person's name on the top before you do anything else. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together. We've been there.

nother advantage to having your name listed here is that you get in free to the Crew List party. If you've ever been to one of these, you'll know that they used to be friendly, low-key gettogethers. In the last few years, however, they have developed into high-energy, multi-faceted Events only slightly less pyrotechnic than a KISS concert. This year, as last, you'll be able to meet the Coast Guard, tour one of their rescue boats, fire off flares, see inflatable raft demonstrations and so on. (There may also be a helicopter rescue demonstration, but we haven't finalized that one.) Captain Larry Hall, commander of the local Coast Guard stations in Northern California (and author of our monthly Coast Watch feature), will make his final Crew List Party appearance, as he is being transferred in July. If you appreciate what the Coasties are doing (and not doing - the number of safety boardings has been drastically reduced since Hall has been in charge), it would be worth attending the Party just to thank him and wish him well.

Anyway, come one come all on Thursday, April 6. If you haven't made Crew List connections by the time you come, you'll also have a chance to do that at the party — 'looking for crew' people and 'looking for boats' people wear different colored name tags. The party runs from 6 to about 9 p.m. We'll have the usual

munchies and door prizes (*Latitude 38* T-shirts and hats), and the club will run their usual nohost bar.

If your name appears here (or in last month's Racing Crew List), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. And please try to have exact change. This isn't Wells Fargo, folks. We don't carry a lot of change and if we can't 'break' your \$100 bill, it'll be your tough luck, not ours.

Now for a medley of our greatest tips, plus a couple of new ones:

• Make your calls to prospective crew

or boat owners during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

• If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.

• Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does will recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many seasoned skippers actually want a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

• If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• We've been asked to address the issue of shyness, particularly for people attending the crew parties. We're talking now to the people whose 'assertiveness training' courses were as worthless to them as they were to us.

A couple of suggestions. The first is to bring a friend, because it's always easier to walk up and start talking to somebody when

2000 CREW LIST —

you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. The second suggestion: heed the words of Janis Joplin, who by some accounts was painfully shy but overcame it with the following mantra: "Behold the turtle. The only time he ever makes progress is when he sticks his neck out."

And don't worry about that old-time trick. We're not allowing a single crimp to join the party.

Happy Listing!

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Alex Brody, 53, (209) 579-2657 exp 2b/wants 1/offers 3,7,8 (carpentry, music). **Art Urbin,** 48, (408) 985-2107 or art@urbin.com

exp 4/wants 2,3,4,5,6,8,9/offers 1,2,3,4,7.

Benjamln Plnk, 27, (510) 653-5840 or benp1 @hotmail.com exp 2c/wants 2,4,5,6,8,9,10/offers 1,3,4,5a,7,8 (expert fisherman).

Bob Frost, 66, (650) 493-8272 or popfrost@aol.com ..

... exp 3/wants 4/offers 1,2,4,7,8 (coastal nav) Brian Hernandez, 30, (408) 286-4386 or (answ. machine) (415) 642-4643

MEN TO CREW, CRUISING — CONT'D

.... exp 2c/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,5a,6,7,8 (good communication skilis). Brian Pogue, 30, (916) 427-1308 or Arlop@worldnet/Att.net

..... exp 1/wants 1,2/offers 3,4,7

Brian Silver, 59, (415) 505-0954 exp 2/wants 4,11 (to Cabo, Ha-Ha)/offers 1,2,3,4,7

Chris Chaston, 31, (415) 831-8207 or ccc@ssl.berkeley.edu ...

.... exp 1/wants 1,2/offers 3,4,7,8 (small boat sailing) Cliff Albergotti, 62, albergotti@usfca.edu exp 4/wants 4,8,9/offers 1,3,7

Corey Novotny, 22, (310) 510-9154 exp 2c/wants 7,10/offers 1?,3,7 Dale Foure, 52, (530) 468-2958, Box 953, Fort Jones, CA 96032 or pager (530) 841

..... exp 2/wants 1,4,10/offer 1,2,3,7

Dan Garr, 50, (831) 426-4575 or dangarr@aol.com exp 3/wants 4,5,8,9/offers 1,3,4,5b (French, Indonesian),6,7

Don Rosenthal, 50s, (415) 921-1203 or calldmr@aol.comexp 4/wants 3,4,5,6,8,9,10/offers 1,3,7,8 (ex-pilot, nav,weather knowledge).

Doug Pattison, 46, (530) 547-5134 or pat@c-zone.net

. exp 2c/wants 1,3,4,11 (Ha-Ha, 2000)/offers 1,3,4,7 DuWayne Olds, 57, (707) 822-2781

..... exp 4/wants 4,5,8,10/offers 1,2,3,4,7,8 (celestial nav) Ev Pelton, 55, (415) 499-8807 exp 2c/wants 1/offers 3,4,7

Frank Magnotta, 53, (925) 947-1463 or magnotta1@llnl.gov

..... exp 4/wants 1,3,4,5,8,10/offers 1,2,3,4,7 Gary Cawood, 59, (916) 961-1435 or garycawood@worldnet.att.net

.... exp 2c,3/wants 1,2,3,4,5,

6,7,8,9,10/offers 1,2,3,4,5a,5b (French),6,7,8 (US sailing bareboat cert & nav).

George Myers, 50s, (619) 425-6984 or georgetheleo@hotmail.com ...

.....exp 4/wants 4,5,8,9,10,11

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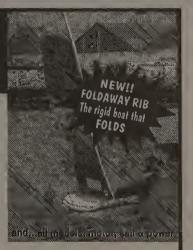
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SOMETHING FOR EVERYONE

MEN TO CREW, CRUISING — CONT'D

Greg DeValle, 38, (925) 672-1272 exp 2/wants 1,3,4,11 (Santa Barbara Isl) Greg Thorson, 44, (707) 826-7323 or GTho646881@aol.com
lan Watts, 26, (831) 333-0668 or ibwbigsur@yahoo.com
exp 3/wants 1,2,3,4,5,6,7,8,9,10,/offers 1,3,4,5h (French) 7,8 (tour director)

Jerry Carlton, 52, (415) 235-3779 or jerrycarlton@mail.com

exp 1/wants 1,2,3,4,5,6,10/offers 1,2,3,4,7.

Jose Vargas, 52, 01152-617-6-32-46 (Mex) or ciscovar@telnor.net

exp 2a/wants 4,10,11 (Sea of Cortez)/offers 1,2,4,5a,7.

Lon Cramer, 55, (520) 632-8667exp 3/wants 3,4,5/offers 1,2,3,4,5a (learning),7

MEN TO CREW. CRUISING — CONT'D

Michael Daley, 49, (707) 584-2507 or mdaley@cmotor.com exp 3/wants 1,4,6,8,10/offers 2 (elec),5a,7,8 (elec eng) Michael DeGroot, 24, (716) 591-0742 salling exp 2a/wants 5 (before 8/00)/offers 3,4,7,8 (woodworker, chemist) Michael DeVito, 41, (650) 872-1698 or (650) 270-8117 (cell) or mdevito@yahoo.com exp 2a/wants 1/offers 3,4,5a,7 Peter, 39, (510) 627-2243 Ray Masbad, 40, (707) 235-0392 Rich Lusser, 58, (775) 345-7627 exp 4/wants 4,5,6,8,11 (Chile)/offers 2,4,5b (German),7,8 (race boat returns) Richard Bullock, 45, (415) 495-7735 or richardbullock@yahoo.com exp 2a/wants 1,2,3,4,5,6,7,8,9,10/offers 3,7 Rick Vulliet, 50, (530) 752-7409 exp 2/wants 1,2,3,4,5,6,8,10/offers 1,2,3,4,7,8 (fast learner, dependable) Robert Drews, 41, (707)824-8997 exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulls). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com exp 3/wants 5,6,8,9,10/offers 1,2,3,4,5,7,8 (reliable, get along w/people). Roger Cisl, 49, (530) 577-6502 or rnlcisl@netscape.net exp 3/wants 5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7,8 (reliable, get along w/people). Roger Huon, 40, (925) 689-2565 (msg) exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais, 53, (408) 287-9150 or romicif@earthlink.net	WEN TO CHEW, CRUISING — CONT'D
Michael Daley, 49, (707) 584-2507 or mdaley@cmotor.com exp 3/wants 1,4,6,8,10/offers 2 (elec),5a,7,8 (elèc eng. 3/wants 1,4,6,8,10/offers 2 (elec),5a,7,8 (elèc eng. 3/wants 1,4,6,8,10/offers 2 (elec),5a,7,8 (elèc eng. 3/wants 1,4,6,8,10/offers 3,4,7,8 (woodworker, chemist)	Michael Brennan, 30, (916) 453-0882 or irishmikeb@hotmail.com
Michael DeGroot, 24, (716) 591-0742	Michael Daley, 49, (707) 584-2507 or mdaley@cmotor.com
Peter, 39, (510) 627-2243 exp 2a/wants 4,5,10/offers 1,3,4,7 Ray Masbad, 40, (707) 235-0392 exp 2a/ wants 1,10/offers 3,7 Rich Lusser, 58, (775) 345-7627 exp 4/wants 4,5,6,8,11 (Chile)/offers 2,4,5b (German),7,8 (race boat returns) Richard Bullock, 45, (415) 495-7735 or richardbullock@yahoo.com exp 2a/wants 1,2,3,4,5,6,7,8,9,10/offers 3,7 Rick Vulliet, 50, (530) 752-7409 exp 2/wants 1,2,3,4,5,6,8,0ffers 3,7 Rick Vulliet, 50, (530) 752-7409 exp 2/wants 1,2,3,4,5,6,8,10/offers 1,2,3,4,7,8 (fast learner, dependable) Robert Drews, 41, (707)824-8997 exp 3/wants 1,3,6,11 (San Blas Isl.)/offers 1,2,3,4,6,7. Robert Wilson, 56, (650) 961-6869 or robertew@gte.net exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulls). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com exp 3/wants 4,5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7,8 (reliable, get along w/people). Roger Cisl, 49, (530) 577-6502 or rnlcisl@netscape.net exp 3,4/wants 4,5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7,8 (reliable, get along w/people). Roger Huon, 40, (925) 689-2565 (msg) exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais, 53, (408) 287-9150 or romicf@earthlink.net exp 3/wants 4,5,8,9,10/offers 1,3,4,5a,5b (French, Russian),7.8 (scuba cert & gear).	Michael DeGroot, 24, (716) 591-0742
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Rich Lusser, 58, (775) 345-7627	Peter, 39, (510) 627-2243 exp. 4 hyapte 4 5 10/offers 3,4,5a,7.
Richard Lusser, 14, (775) 345-7627	Rich Lusser, 58, (775) 345-7627 exp 2a/ wants 1,10/offers 3,7.
Rick Vulliet, 50, (530) 752-7409 exp 2/wants 1,2,3,4,5,6,8,10/offers 1,2,3,4,7,8 (fast learner, dependable) Robert Drews, 41, (707)824-8997 exp 3/wants 1,3,6,11 (San Blas Isl.)/offers 1,2,3,4,6,7. Robert Wilson, 56, (650) 961-6869 or robertew@gte.net exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulis). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com exp 3/wants 5/offers 1,3,4,7. Roger Cisl, 49, (530) 577-6502 or rnlcisl@netscape.net exp 3/wants 4,5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7,8 (reliable, get along w/people). Roger Huon, 40, (925) 689-2565 (msg) exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais, 53, (408) 287-9150 or romicf@earthlink.net exp 3/wants 4,5,8,9,10/offers 1,3,4,5a, 5b (French, Russian),7,8 (scuba cert & gear)	Hichard Bullock, 45, (415) 495-7735 or richardbullock@yahoo.com
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exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulls). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com exp 3/wants 5/offers 1,3,4,7. Roger Cisl, 49, (530) 577-6502 or rnlcisl@netscape.net exp 3/wants 5/offers 1,3,4,7. 4/wants 4,5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7,8 (reliable, get along w/people). Roger Huon, 40, (925) 689-2565 (msg) exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais, 53, (408) 287-9150 or romicf@earthlink.net exp 3/wants 4,5,8,9,10/offers 1,3,4,5a, 5b (French, Russian),7,8 (scuba cert & gear)	exp 2/wants 1,2,3,4,5,6,8,10/offers 1,2,3,4,7,8 (fast learner, dependable). Robert Drews, 41, (707)824-8997
exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulls). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com	nobert Wilson, 56, (650) 961-6869 or robertew@ate net
Hoger Cisl, 49, (530) 577-6502 or rnlcisl@netscape.net	exp 3/wants 5,8,9,10/offers 1,2,3,4,5,7,8 (scuba, prefer multihulls). Rod Soder, 50, (831) 475-1789 or rsoder@graniterock.com
exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais, 53, (408) 287-9150 or romicf@earthlink.net	49, (530) 577-6502 or rnlcisl@netscape.net exp 3, 4/wants 4,5,6,8,9,10/offers 1,3,5a,5b (Fr, Ger, Ital),7.8 (reliable, get along w/people)
exp 3/wants 4,5,8,9,10/offers 1,3,4,5a, 5b (French, Russian),7.8 (scuba cert, & gear)	exp 4/wants 3,4,5,6,7,10/offers 2,3,4,5b (Fr),7,8 (much exp w/catamarans). Romeo Danais , 53, (408) 287-9150 or romicf@earthlink.net
	exp 3/wants 4,5,8,9,10/offers 1,3,4,5a, 5b (French, Russian),7.8 (scuba cert, & gear)

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Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."







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MEN TO CREW, CRUISING - cont'd

exp 3/wants 5,8,11 (Fiji)/offers 2,4,7,8 (owner Newport 27).

Ron Sherwin, 50, (831) 625-9522 or ronsherwin@aol.com

exp 3/wants 2,3,4;9/offers 1,3,4,5b (French),6,7.

Scott Mehringer, 19, (408) 973-8074 or stud556@aol.com

exp 2a/wants 1,2,3,4,5,8,10/offers 1,3,4,7,8 (adventurous, fast learner).

Stan Starkey, 63, (510) 412-0822 or stanselene@hotmail.com

exp 4/wants 4,5,8,9,10/offers 1,2,3,7,8 (USCG lic).

Steve Beals, 56, (916) 961-5839 exp 2a/wants 1,4,8,9/offers 1,2,3,4,5a,7.

Steve Christensen, 44, (415) 289-0565 exp 3/wants 1,4,10/offers 2,3,7.

Tobias Kline, 29, (805) 682-8230 or c/o Dan Kline (805) 964-1458 exp 3/wants 4,5,7/offers 1,3,4,5a,6,7,8 (massage therapist).

Travis Dow, 31, (307) 733-5573 or sivartwod@hotmail.com

exp 2c (Freeport, Maine)/wants 5,8,9,10/offers 3,4 (great!),5b (French),6,7,8 (people).

William Dean, 48, (913) 722-2322 or dean9600@msn.com

exp 3/wants 4,5,8,10/offers 1,3,4,7,8 (nav).

WOMEN TO CREW ON A CRUISING BOAT

WOMEN TO CREW, CRUISING — cont'd

Jennifer Hughes, 48, hughesjennifer@hotmail.com wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,7 Jill, 52, sailoress@juno.com......exp 4/wants 4,5,7,8,9,10,11 (Chagos, Red Sea, SAmer)/offers 1,3,4,5a,6,7,8 (scuba, sew, HAM, nav, medical). J.K., 50, (415) 289-7954 exp 2/wants 1,4,5,7,10/offers 1,3,4,5a,6,7,8 (scuba) Judith, 48, (310) 827-3629 or wandersail@aol.com exp 4/wants 4,6,8,9,10/offers 1,3,4,5,6,7,8 (HAM, coastal nav, scuba, provisioning).

Judy, 40, smilingmermaid@hotmail.com exp 3/wants 5,8,10/offers 1,3,4,6,7 (fun, laughter).

— exp 3/wants 5,8,10/offers 1,3,4,6,7 (fun, laughter).

Karen Schaser, 47, (415) 482-0852, (415) 616-2430 days or kschaser@hotmail.com

— exp 2/wants 1,2,3,4,5,8,9,10/offers 3,4,6,7,8 (provisioning, snacks). Katelyn Ferguson, 40s, (805) 438-5556 or Box 124, Santa Margarita, CA 93450 wants 1,2,3,4,5,6,8,9,11 (Cent Amer, Galapagos)/offers 1,4,5a,6,7,8 (health). **Katherine**, 30, (415) 722-7096 exp 3/wants 4/offers 1,4,7. **Katherine**, 60, (925) 254-1660 or ullmank@earthlink.net exp 4/wants 4,10/offers 1,4,7,8 (provisioning) Lauren, 34, leisele34@hotmail.com 4,5,8,9,10/offers 1,3,4,5b (French),7,8(EMT, diver, scientist, hazmat). Linda Atkins, 44, (360) 385-1912 exp 2c/wants 4,6/offers 3,4,7. Lişsa Gould, 46, email lissa53_2000@yahoo.com exp 2c/wants 1,2,8,9,10/offers 1,3,4,7 Mabelle, 55, (831) 375-2408 or mabellesailor@hotmail.com.. exp 4/wants 4,5,8,11 (San Blas Is, Azores, Madeira Is)/offers1?,4,5a,5b (4 languages),7,8 (provisioning, anchoring, sea-sense, night watch, spinnakers, dancing) Mary Helen, 54, mhadv@aol.com... mary rieler, 34, fill act a doctor and a second sec Patricia, 57, (415) 331-9467 or sava@marinternet.com

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"WANT TO CREW" CODE

SAILING EXPERIENCE:

- 1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish. like hell I was anywhere but on the boat. I'm still game
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages

I/ WE WANT TO CRUISE:

- 1) SF Bay and/or Delta
- 2) Monterey Bay
- 3) Southern California
- 4) Mexico this fall/winter
- 5) Hawaii and/or South Pacific.
- 6) Pacific Northwest or Alaska
- 7) Caribbean
- 8) Mediterranean
- 9) Anywhere warm
- 10) Other destination(s)

Renee, 45+, (510) 532-1935

Rosalyn, 27, scopaz@hotmail.com..

1/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration, etc.
- 3) Elbow grease for bottom work, varnishing and upkeep
- 4) Cooking and cleaning skills
- 5) Language skills I'm reasonably conversant in a) Spanish; b) Other(s):
- 6) Ornamental skills I look good in a biklni/speedo
 7) Personality skills I don't get pissed when awakened at 3 in the morning, and can maintain a sense of humor in most situations
- 8) Other skill(s):

..... exp 2c/wants 1,2,3,4,5,8,9,10/offers 3,4,7. exp 3/wants 1,2,9,10,11 (Turkey, Greece in Sept., Oct.)/offers 1,4,5a,7,8 (scuba, fun).

exp 2c/wants 1,2,3,4,5,6,7,8,9,10,11/offers 1,4,5b,7,8 (intelligence).

Roxanne, 53, (650) 508-8581 or sailslady@hotmail.com exp 4/wants 1. Roxanne Vaughn, 43, (310) 458-7569 or roxannevaughn@hotmail.com.....

..... exp 2a/wants 4,5,8,9,10/offers 1,4,6,7,8 (yoga, dance, art) Sandy, slsunny@aol.com exp3/wants 1,2,3,10/offers 3,4,7.

Susan Flieder, 41, sjflieder@yahoo.com exp3/wants 4,5,8,9,10/offers 1,3,4,7.

Susie Holland, 37, (510) 309-4247 exp 1,2a/wants 1,2/offers 4,6,7.

Terrl Ray, 41, (510) 965-1284... exp 3/wants 1,2,3,4,5,8,9,10/offers 1,3,4,7,8 (nav). Theresa Krueger, 38, (415) 331-7976 or theresa_krueger@yahoo.com exp 2c/wants 1,2,3,5,8/offers 1,3,4,7



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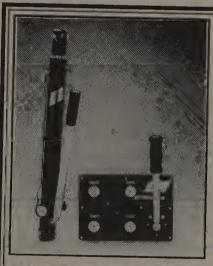
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C.H. Barkhuff & Emily Zaller, 60/55, (707) 553-1802 . exp 2,3/wants 4/offers 1,2,3,4,5a,7,8. Doug & Kathy Brown, 46/44, (530) 662-8815 or saildk@cs.com exp 3/wants 1,2,3,4,6,8/offers 1,4,7.

Jeff & Peter, 35/39, (gay couple), (510) 465-9780

..... exp 2c & 4/wants 4,5,10/offers 1,3,4,5a,6,7.

Jeff Kolberg & Sharael Feist, sharenjake@aol.com exp 1/wants 1,4,5,7,8,9/offers 3,4,5a,7.

Jim & Tracy Hedgecock, 58/54, (541) 582-4414exp 3/wants 5,11(India)/offer 1,2,3,4,5a,7,8 (scuba, nav).

John & Kathy Kershaw, 57/53, (775) 825-9382 or sailtaho@aol.com exp 3/wants 4,5,8,9,10/offers 1,3,4,7.

Rick & Suzi, 43/38, (530) 333-1930 or rtodd@calweb.com...... exp 1/wants 4/offers

1,2,3,4,6,7,8 (scuba, paramedic, EMT, pilot, fire/rescue professionals). Sarah Ward & Bryan Cramer, 20/21, (604) 985-9494 or (604) 258-7412 or (604) 929-5742 or bcramer @direct.ca or jezebel @direct.ca...exp 3&2c/wants 4,5,7,8,9,10/
offers1,2,3,4,5b(Jap,Fr),6,7,8(HAM,computers,sailmaking&repair,childcare).
Stan Burnett & MJ Feroglia, 42/49, (310) 798-3519 or stanburn@earthlink.net

Steve & Vickie McCarthy, 50/46, (510) 582-4718 or caractacus@aol.com

CREW LOOKING FOR CRUISING BOATS

MEN LOOKING FOR CRUISING CREW

Angel C., 67, (707) 642-0510 or angelc_94590@yahoo.com, 35' cutter, Baja, 11/00 Bob Edwards, 40, (619) 223-4203, Schooner to NW, deep Mexico, 4/00...

Bob Naber, 43, (510) 769-0309 or hobi33bob@aol.com, Kantol A38 Trimaran, SF

Bay/Coast, Summer wants 2,3,4,5,6,9,10,11.

Bruce Raymaker, 48, (619) 226-4837, Saga 43 to Mexico & beyond, 2001

Capt. Bob, 61, (541) 271-4262, 38' cutter to Carib via Panama & on, 11/00 Captain Mongo (Bob Cohen), not old, (650) 593-2024 or captmongo@aol.com,

Swan 47, Tartan 10' sailing, Bay & Pacific coast, whenever wants 2,3,4,6,8,10 David Hernley, 49, wcy8058a@sailmail.com, Angel 56' motor yacht, Mexico thru canal to Carib, next 4 yrs. wants 3,9,10,11(?). Ed Vaughan, 57, (805) 705-2964 or edvaughan@hotmail.com, Standfast 40 to French Polynesia, 4/15/00 wants 1,2,3,7,8,9,10,11. Eric Heideman, 43, 9626) 284-9102 or bwind65@hotmail.com, NZ 65 to everywhere

Frank Brauch, 53, (408) 448-0452, 30' sloop, Mexico, 9-10/00 wants 1,3,5 Frank Dixon, 59, (760) 433-7245, Downeast 38, La Paz/race week, 4/25-5/10, 2000

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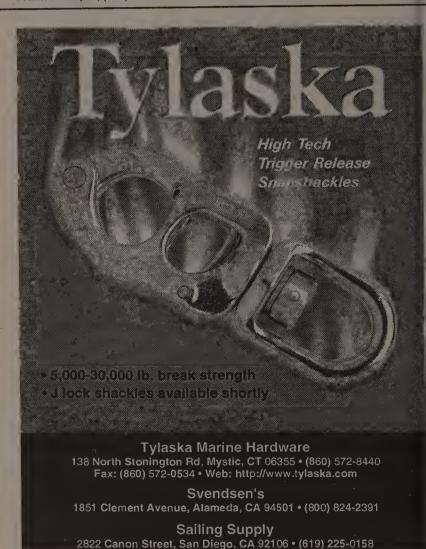
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"WANT CREW" CODE

MY/OUR BOAT IS A:

IWE PLAN TO SAIL TO:

ON OR ABOUT (DATE):_

WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other:__
- 8) Other skills (woodworking, scuba, etc.)
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Jim Carrey's humor.

Gino Valente, 59, (510) 233-2087, 37' Tayana, Mexico & beyond, Fall, 2000 ...

Glenn Meader, 43, (415) 331-2492 or http://luv.org/whynot, 50' pilothouse cutter, SF

Bay to Mexico, fall/winter ...

Greg Bangle, 53, (909) 927-1440, 42' sloop (Hunter), circumnavigate South Pacific,

ate summer, 2000 wants 1,3,8,9

MENLOOKING FOR CRUISING CREW—cont'd

Hubert Schoenherr, 65, fax: (011 52) 112-540-96, CT 35 PH ketch, Sea of Cortez, 1/ Jack Buckley, 43, (310) 345-0815, Irwin 41 CC ketch to Catalina, coastal Islands, all yearwants 3,9,10. Jim McFayden, 45, (910) 763-2669 or jim_mcfayden@compuserve.com, Tayana 37, Caribbean, 11/1/00 Caribbean, 11/1/00 wants 2,3,7a,8 (scuba),9,10.

Joe Therriault, 56, (510) 232-2725 or joe4ther@hotmail.com, Buccaneer 33 tri to Mex

Ken Hellewell, 35, topazken@hotmail.com, 38' C&C, Mexco, Tahiti & beyond, now

Kevin LeMans, 47, (650)654-3895 or lemans@gte.net, Cape Dory 30, Channel Islands, 7/00 & local coast, weekends wants 1,3,5,8 (cooking),9,10. Leonard, 60+, (619) 585-1486 or newdawnv40@earthlink.net, Valiant 40, South

Bali & beyond, Summer, 2000 wants, none checked. Mark Sciarretta, 48, msciarretta@prodigy.net, Beneteau First 41s5, Cabo, Sea of

44, Mexico, 10/00, Ha-Hawants 1,2,3,5,6,7a,9,10,11 Neil Bisbee, 51, (650) 741-3164 (pgr), 28' sloop, Marquesas, mid-late May, 2000 .

Peter Lange, 35, pwdude@ricochet.net, Lagoon 37 cat, SF from LaPaz, 5/13-6/11/00

Peter M. Passano, 70, (207) 442-8649 or seabear30@hotmail.com, 39' cutter,



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2000 CREW LIST —

MENLOOKING FOR CRUISING CREW—cont'd

wants 2,3,8 (scuba),9,10,11. Richard Pfand, 38, valiant-ann@yahoo.com, Valiant 32, SoCal & back, 7/15-8/20/00 Rick Mahach, 60, (619) 223-1530, Westsail 32', destination open, date open... wants 3,9.

Robert Jordan, 71, 1220 Rosecrans St. #190, San Diego, CA 92106-2674, 50' wants 1,2,4,5,8,9,10. schooner to NZ, summer 2000 Roy Jordan, 70, 1220 Rosecrans St. #190, San Diego, CA 92106-2674, 50'schooner, wants 1,2,4,5,6,7,8,9,10. wants 1,2,3,7a,9. beyond, 11/00 Scott Fisher, 47, (415) 531-4984, Columbia 35 to Hawaii in June or Mex in Oct... wants 1,2,3,8(taking care of self),9. Scott Wright & Bob Edwards, 67/40, (619) 223-4203, schooner, NW, April & Mexico, wants1,2,3,7b. Skip, 55, sleddog@netcom.com, 27' custom, south, Fall, 2000...... wants 1,2,3,5,8 (small boat sailing), 9 Steve Russ, 48, (831) 601-1725, Cosmic 40, Hawaii, Fiji, Australia, Melanesia, 10-11/ 00 wants 2,3,4,7b (Melanese), 8 (culinary, cosmetics, boattending, tae-bo). Timothy Cole, 50, (602) 234-3766, Islander 33, Caribbean, 6/00...wants 2,3,9,11. Tom Brown, 37, (402) 880-5726, Liberty 458, Mexico, Cabo, Ha-Ha, 10/00 .. wants 1,2,3 Willie Evans, 64, (707) 763-5117, 46' ketch, Monterey Bay, mid-July to mid-Sept/00wants 1,no smoke,no drink.

WOMEN LOOKING FOR CRUISING CREW

Lynne Stevens, lynnestevens@hotmail.com, Islander Freeport 36 to Channel Isl & SoCal until Oct then Baja Ha-Ha 2000 & beyond

WOMEN LKG FOR CRUISING CREW — cont'd

Marleen Escorcio, 49, symorningstar@yahoo.com, 49' ferro ketch from Trinidad to Mex via ABCs, San Blas, thru Canal, Costa Rica, 10/00 wants 1,2,4,6.

COUPLES/GROUPS LOOKING FOR CRUISING CREW

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Angle C., 67, (707) 642-0510 or angelc_94590@yahoo.com1
Arnie Gallegos, 50+, (415) 239-1844
B. Chang, 34, warmwaterdiver@hotmail.com
Bob Naber, 34, (510) 769-0309 or hobie33bob@aol.com
Bob Ritchie, 55, (415) 331-9316
Brad Alvis, 30, (408) 570-7041, (415) 533-6543 wkends or brad_alvis@gasonics.com
Bruce Person, 40ish, (408) 813-4460 or bruce-person@sun.com
Captain Mongo (Bob Cohen), not old, (650) 593-2024 or captmongo@aol.com
1,2,3

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Contra Contra
Carl Wohltmann, 55, (650) 952-8218
Craig Nagle, 47, (510) 278-2936 1,3. Dan Garr 50 (831) 406 4575 as days 1.
Dan Garr, 50, (831) 426-4575 or dangarr@aol.com
Dan Mills, 42, (408) 286-9940 or dbm1510@pacbell net 1,4
Darryl Coe, 56, (650) 595-2765 or darrylcoe@aol.com 1.
Dave Kelly, 38, (510) 841-8306
Elwyn Dow, 40, (650) 378-8552
9000 Williand, 55, 15101 553-910h
Glenn Meader, 43, (415) 331-2492 or http://luv.org/whynot
Harry, 55. (916) 933-0835 (w) or (916) 933-4079 (h)
Jesse Goodman, 49, (707) 481-0575
Jim, 33, jhlong@earthlink.net
Jim Komorowski, 49, (831) 647-1599 1,3.
1 00 1111, 70, 100 1 1 47 5-209 1
Jonathan Ganz, 45, (650) 619-6896 or jganz@sailnow.com/www.sailnow.com1.
Ken Pimentel, 41, (415) 509-2402
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lewis wolfenson, 57, (619) 216-8586
I Walty, 39, (415) b48-453b
warty hatner, 55, (650) 324-8/71 or mratner@nsminc.com
Mike Thornburg, 42, (650) 856-3247
Paul Arthur, NW Tahoe, June-Oct., (530) 583-3945 or parthur@ltol.com
Peter Lange, 35, pwdude@ricochet net
Ray Murphy, 53, (916) 443-1991 or raymondmurphy@prodicty.net 1.3
Richard Deep , 46, (408) 553-7101 or richard deep@hp.com 123
Inick Drain, 42, (650) 367-9926 or rick@ricks-cafe.net
Hon Sherwin, 50, (831) 625-9522 or ronsherwin@aol.com
Stan Starkey, 63, (510) 412-0822 or stanselene@hotmail.com
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ierry Tupper, (888) 372-9165 or bluwater@juno.com
10m Brown, 37, (402) 880-5726
William Allan, 48, (415) 621-2140

WOMEN WITH BOATS FOR DAYSAILING

Christine Gilbert, 50, fishe1@earthlink.net	4
0.R ₂ , 50, (415) 269-7954	4
realicy, 40, (415) 331-7844	4
Sharon Smalley, 62, (415) 332-8246, Aries 32	1.2
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COUPLES WITH BOATS FOR DAYSAILING

	OHDAIGHIA
Gino Valente & Susie, 59/37, (510) 233-2087	2.3 (females)
30111 & Kit Chambers, 4//40, (/0/) 554-8387	Or nacifice adjet @evoite com
John & Sandy Sullivan, 45, (408) 247-9580	2.4
,	

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Alex Brody, 53, (209) 579-2657	1
Andrew Ortega, 31, (408) 569-6082	1 3(4)
bili Donovan, MD, 65, wbdpad@post.harvard.edu	3/1-31
Carl Wontmann, 55, (650) 952-8218	4
Chris Chaston, 31, (415) 831-8207 or ccc@ssl.berkelev.edu	1 2
Graig Mattnews, 37, (415) 864-2320 or craigmatthews@mindspring.com	1
Curtis Golden, 44, (650) 424-0633	1.5
Date Foure, 52, (530) 468-2958 or Box 953. Ft. Jones. CA 96032	`1
Etnan 11mm, 23, (415) 235-8427 or ethan@slowtrain.com	1
EV Pelton, 55, (415) 499-8807	2
Frank Magnotta, 53, (925) 947-1463 or magnotta1@llnl.gov	1
Gene Villagran, 42, (925) 686-4109	1



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Ken Bare, 30, (831) 457-1705 or poolnspa@aol.com
Ken Bare, 30, (831) 457-1705 of poolingta @aoi.com
Ken Reynoldson, 55, (707) 884-4155 or ke6wc@mcn.org
Mark Neel 32 (415) 252-9521(day)or(415) 505-4858(cell)or mark@citizen-7.com1.
Matt, 49, (510) 237-66421.
Matt Parillo 34 (650) 340-8987
Michael Barry, 41, (510) 865-6954
Michael Daley, 49, (707) 584-2507 or mdaley@cmotor.com
Mike DeVito, 41, (650) 872-1698 or (650) 270-8117 (cell) or mdevito@yahoo.com1.
Peter Kacandes 33 (650) 324-0439, (510) 574-6529 or peter.kacandes@sun.com
1. Ray Masbad, 40, (707) 235-0392
Ray Murphy, 53, (916) 443-1991 or raymondmurphy@prodigy.net
Richard Bullock, 45, richardbullock@yahoo.com
Richard Crystal, 57, (650) 964-5666
Rob Underwood, 50, (650) 261-9266
Robert Gelb, 45, (650) 631-8044
Robert Rabkin, 55 (415) 447-9749
Roger Grubb, 36, (510) 649-2959 or roger@grubb.net
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2) Couple to take couples out

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Ron Deady, 58, (661) 273-2061	1,3(1).
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Roy Anderson 63 (707) 578-6910	
Ryan Ort. 26. (415) 752-5318	
Stan H., 55, tijustme@excite.com	1.
Steve Beals, 56, (916) 961-5839	1.
Steven Mark, 50, (415) 775-2643	
Terry Mosbaugh, 50, (650) 366-2786	
Terry Wosbaugh, 30, (030) 300 2700	

WOMEN FOR CASUAL DAYSAILING

Anita Gill, 47, (415) 642-1112	
Barbara, 39, (650) 728-2462 or winchwench1 @yahoo.com	
Barbe Breuchert, 40, (650) 245-8157 or breuchert@yahoo.com	
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Christine Gilbert, 50, fishe1@earthlink.net	
Deh 41 (925) 625-7533 or po box 288, Knightsen, CA 94548	
Debbie, 52, djmasters@webtv.net	
Diana Hammer, over 40, (415) 464-3372	1,3 (2
Donna Schappell, 40+, (510) 769-6559 or (510) 748-4023	
Jan, 50, (510) 482-3042	
Jeanne, 46, jmmoje@mindspring.com	
J.K., 50, (415) 289-7954	
Joan, 50's, (707)773-3750	1,3(2
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COUPLES FOR CASUAL DAYSA	ILING
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	2 SE Pay and/or Dalla
Collette & David, 56, (510) 547-0464	1 3(3)
Collette & David, 56, (510) 547-0464	553-6704 (w) or david
mcfeely@agilent.com	1,2,4,5
Henry & Donna, 44/46, (707) 224-6220	
Jen Konserg & Snaraei Feist, shareniake@aol.com	2
@yahoo.com	nn,work) or jmsoreilly
Johnny Brannon & Tracy Tenorlo, 33, (415) 487-9363	

Marco & Rose, 36/31, (415) 461-32462 Marlaina & Maarten, 44+/38, (510) 548-8652, mkalway@wans.netorloro5@aol.com
Mike & Jean Barney, 52/53, (916) 381-1495.
Nita & Henry Prokop. 49 (559) 221-2801 or (550) 428 0270 w/s
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THE RACING

With reports this month on the '99 Rolex winners; the Acura SORC; the windy Año Nuevo Race; the shorthanded Rites of Spring Race; a pair of SoCal one design regattas; a trio of StFYC Spring Invitationals; the Wheeler Regatta; the lopsided San Francisco Cup; the pleasant Doublehanded Farallones Race; final results of twelve midwinter series; and the usual jumble of race notes at the end.

Rolex Winners

San Diego sailmaker Eric Doyle, age 31, and America True CEO Dawn Riley, 35, were honored last month as the 1999 Rolex Yachtsman and Yachtswoman of the Year. The prestigious Rolex awards, administered by US Sailing as the highest annual sailing honors in this country, recognize outstanding on-the-water achievement in the calendar year just concluded.

Riley, who has been nominated six times before, finally won her first Rolex based on her huge success with her underdog *America True* campaign, as well

Best in the country — '99 Rolex winners Eric Doyle, a Star sailor from San Diego, and America True CEO Dawn Riley.

as an impressive victory at the Boat U.S. Santa Maria Cup over a tough 12-boat fleet. "I was beginning to feel a bit like Susan Lucci," joked Riley, who keeps an apartment in San Francisco but is rarely home. Six other women nominees were considered for the Rolex honor, but only

briefly — Riley truly towered head and shoulders over the field this year. For the record, the other contenders were Lanee Butler, Amanda Clark, Pat Connerney, Carol Newman Cronin, Joan Hurban and Dru Slattery.

Doyle, one of nine finalists on the so-called 'short list', earned his watch on the strength of winning the 129-boat Star Worlds. The North Sails One Design employee also won just about every other Star regatta he entered last year, generally sailing with crew Tom Olsen. Doyle also found time to crew for Vince Brun (his boss at North) on a successful Melges 24 campaign, as well as trim the mainsail on Dennis Conner's Star & Stripes in their America's Cup challenge. Doyle topped an impressive field, including perennial nominee Vince Brun, Ed Collins, Paul



Foerster, Howie Hamlin/Mike Martin, Andy Horton, Ron Sherry, Randy Smyth and George Szabo.

"I'm tremendously honored, grateful and a little astonished to have my name associated with other Rolex Yachtsmen such as Ed Adams, Dennis Conner and



Ted Turner," claimed Doyle. "The panel's selection gives great credit to the Star class itself, which consists of incredibly accomplished sailors."

Riley, who is currently on the lecture circuit, has already announced her intention of leading *America True* in another America's Cup challenge. Doyle's immediate plans include trying to win the Star berth at April's U.S. Olympic Trials here on the Bay. If you see Dawn or Eric around town next month, be sure to ask them what time it is — and compliment them on their new Rolexes!

Acura SORC

The 59th Southern Ocean Racing Conference (SORC), held in sputtering winds off Miami on March 1-5, was predominantly an owner/driver, one design event this year. Three-quarters of the 155 boats in attendance raced as one designs, while just three IMS boats showed up — a dismal showing. Likewise, just three big PHRF boats sailed in the eight-race se-



The best three classes at the SORC were Farr 40s, 1D-35s (above) and Mumm 30s. Owner/driver one designs are increasingly the norm.

ries.

The best action, as usual, was found in the Farr 40 fleet, where a new player — 28-year-old Massimo Mezzarroma of Italy — somehow got around the class's owner/driver, anti-pro rule to win the 25-boat class with his chartered Dawn Raid. Mezzarroma had previously won the Italian J/24 championships and the Italian and Europe Mumm 30 championships, and entered the Farr 40 class "to have a little fun." It was the first time that Mezzarroma's crew had ever raced a Farr 40, but they nevertheless won by a comfortable margin.

For their effort, the Italians also won the trophy for best performance overall in the one design classes. Two other overall trophies were awarded shortly after the final day of racing was canceled due to no wind — Gordon Schiff's Mumm 36 *The* Wall took overall PHRF honors, while Bache Renshaw's N/M 48 Virago topped the tiny IMS contingent.

Five Bay Area Farr 40s sailed in the four-day event. Bob Garvie's chartered Diana (aka Bullseye) topped our local contingent, overcoming a DSQ in the second race to finish fifth overall, just four points ahead of Philippe Kahn's Orion. Our other three Farr 40s — Endurance, Peregrine and Shadow — didn't fare quite so well. Garvie's star-studded crew for the SORC outing was tactician Dee Smith, main trimmer Kimo Worthington, Chris Shining, Hart Jordan, Tom Ducharme, Howard Bentley, Brendan Couvreux and Scott Martin.

San Francisco commercial real estate tycoon Tom Coates dominated the sixboat J/105 class with his East Coast 105, Masquerade. Sailing with Ben Wells, Mike Ratiani, Tim Scherer and Whitney Gilmour, Coates won every race except one—and he also scored huge style points for hosting his crew for the week aboard

his 96-foot powerboat *Peregrine*. Among *Masquerade*'s victims was Tom Thayer and Dick Watts' J/105 *Juxtapose*, which finished third.

For a more detailed report, check out www.acura.sorc.com.

FARR 40 — 1) Dawn Raid, Massimo Mezzarroma, Italy, 29 points; 2) Barking Mad, James Richardson, Boston, 42; 3) Southern Star, John Calvert-Jones, Melbourne, AUS, 51; 4) Atalanti XI, George Andreadis, Greece, 62; 5) Dlana/Bullseye, Bob Garvie, San Francisco, 64; 6) Orlon, Philippe Kahn, Santa Cruz, 68; 7) Temptress, Alan Field, Los Angeles, 73; 8) (tie) Yes/Raging Bull, Adam Gosling, UK, and Endurance, Mike Condon, San Francisco, 74. . . also, 17) Peregrine, David Thomson, San Francisco, 107, and 19) Shadow, Peter Stoneberg, San Francisco, 118. (25 boats)

ONE DESIGN 35 — 1) Heartbreaker, Robert Hughes, Ada, MI, 17 points; 2) Extreme, Dan Cherish, Holland, MI, 19; 3) Widowmaker, Nick & Sandy Worth, Norfolk, VA, 23. . . also, 11) Sun Dog, Bill Wright, San Francisco, 46. (13 boats)

MUMM 30 — 1) **Trouble**, Phil Garland, Bristol, RI, 11 points; 2) **Xisled**, Ploch/Doscher, City Island, NY, 16; 3) **USA 48**, Collins/Allerdice, Shelburne, VT, 21. . . also, 9) **Strange Ritual**, Greg Dorland, Lake Tahoe, 46. (17 boats)

J/105 — 1) Masquerade, Tom Coates, San Francisco, 6 points; 2) Flame, James Doane, Naples, FL, 11; 3) Juxtapose, Dick Watts/Tom Thayer, Portola, CA, 15. (6 boats)

IMS — 1) Virago, N/M 48, Bache Renshaw, South Dartmouth, MA, 13 points. (3 boats)

PHRF-1 — 1) Chessle Racing, SC 70+, George Collins, Gibson Island, MD, 9 points. (3 boats)

PHRF-2 — 1) **The Wall**, Mumm 36, Gordon Schiff, Tampa, FL, 16 points; 2) **Crescendo**, Swan 442-TM, M. Jacobson, Greenwich, CT, 21; 3) **Spank Me**; C&C 44, Bob Limoggio, Little Neck, NY, 24. (7 boats)

PHRF/Bay-1 — 1) **Hustler**, J/29, John Esposito, Mohegan Lake, NY, 7 points. (8 boats)

PHRF/Bay-2 — 1) Late Bloomer, G&S 25, Chuck O'Malley, Annapolis, MD, 12.5 points. (9 boats)

MULTIHULL — 1) Lunatic FrInge, F-25c, John Teloh, Ft. Lauderdale, FL, 5.75 points. (9 boats)

HOBIE 33 — 1) **Risky Business**, Barbara Read, Boynton Beach, FL, 21.5 points. (15 boats)

ETCHELLS — 1) Cruel Jane, Dirk Kneulman, Toronto, 17.5 points; 2) Pied Plper, Piper/Smith/Frazer, Miami, 22.75; 3) April Silver, Robert Bell, Deerfield Beach, FL, 29.75. (24 boats)

MELGES 24—1) White Loaf, Scott Elliott, Charlotte, NC, 11.5 points; 2) Alize, Paula Zubrzycki, Chicago, 17.75; 3) Snickers Workwear, Dave Clark, Southampton, UK, 24. (25 boats)

Año Nuevo Race

Just 12 intrepid boats answered the starting guns for Monterey Peninsula YC's annual Año Nuevo Race on March 18. Only six managed to finish what turned out to be a race of extremes — not enough wind in the beginning and the end, and too much wind on the beat up the coast. "Winds peaked at around 30 knots, with



accordingly big seas," said race chairman Bob Furney. "It was a pretty tough race this time."

The first two classes sailed a 59.2-mile course from Santa Cruz up to the Año Nuevo buoy, and then downhill to the finish at Monterey. Division C only sailed 39.6 miles, using the Davenport buoy as their upwind mark. Peter Dalton's SC 27 *California Zephyr* was first to finish, completing the shorter course in seven and a half hours. *Roam*, Malcolm Brown's Young

MEXORC faces in the crowd, clockwise from upper left — UK boss Butch Ulmer ('Bandido'), 'Wild Thing' navigator Steve Rossi; Phil Friedman ('Black Knight'); Sklp and Hal McCormack ('Estupendo'); Frances and Riley Marsh (ground support for 'Simply Red'); the Newport Harbor mafia (mostly 'Falcon'); and Tommy Ross ('Triumph') strikes a pensive pose. All photos 'latitude'/rob.

40, pulled in 20 minutes later after sailing the 'full Año'.

Neither course is as arduous as the old days, when the once-macho race began and ended in Monterey. The turnout for the Año Nuevo Race isn't what it used to be either. "I remember when we had 60 boat fleets sailing this race in the early

'70s," noted MPYC staff commodore Dave Morris. "It was a big show, with lots of boats coming down from the Bay. These days, I guess there's just too much else going on."

Furney, however, has hopes of reviving the Año Nuevo Race next year. "This year's race was moved forward a few



Smiling faces, cont'd, clockwise from upper left — Marty Friedman ('Black Knight'); Kelly Vince (driving) and the 'Simply Red' gang; Alfonso Sosa and designer Matt Brown ('Estupendo'); boatbuilder Lynn Bowser ('Locomotion'); the 'Olé' rockstars (Boyd Tomkies, Matt Smith, Bouwe Bekking, Bill 'Shaky' Jenkins); two of the three Mikes on 'Cincos' (Wooten, left, and Campbell).

weeks to avoid a perpetual conflict with the Lightship Race," he explained. "Unfortunately, it ended up on top of the last Santa Cruz YC midwinters. Also, some of the bigger boats that usually do the race were still coming back from the P.V. Race. You can bet we'll schedule this race more carefully next year." DIV. A (< 90) — 1) Roam, Young 40, Malcolm Brown; 2) High Strung, Wylie 38, Kelly Morgan; 3) Polaris (ex-Balance Bar), Open 50, Brad Van Liew/ Philippe Kahn. (3 boats)

DIV. B (90-138) — 1) Yellow Jacket, Newport 41, Niel Andrews. (4 boats; 3 DNF)

DIV. C (>140) — 1) California Zephyr, SC 27, Peter Dalton; 2) Yemanja, Catalina 27, Paul Brocchini. (5 boats; 3 DNF)

Rites of Spring Race

Oakland YC's annual shorthanded Rites of Spring Race attracted 41 boats on March 18. Just four boats sailed singlehanded, while the other 37 opted for the more sociable doublehanded format. The low-key race, held in splendid sunny spring conditions, started from T.I. with courses to Harding or YRA #8 (depending on boat size), followed by a run up the Estuary to the finish in front of the OYC clubhouse.

Though light, the wind held through-

THE RACING

out most of the day. The boats on the smaller 10.6-mile course fared better, however, than the two classes sent on the longer 15.1-mile course. About half the 'A' fleet DNFed when the wind shut down at the Bay Bridge, leaving them stranded in a strong ebb. "Like most midwinter races, tactics had more to do with the outcome of the day than boatspeed or ratings," noted OYC race official George Gurrola.

FLEET A (doublehanded, < 159, w/spinny) -- 1) Curmudgeon, Express 27, Andre Levy; 2) White Knuckles, Olson 30, Dan Benjamin; 3) Ozone, Olson 34, Carl Bauer; 4) Polar Bear, Antrim 27, Rich Ray; 5) Hareball, Wabbit, Jim Malloy. (13 boats)

FLEET B (doublehanded, > 160, w/ spinny) -1) Dominatrix, Santana 22, Heidi Schmidt; 2) Straitjacket, Mull 22, Ben Haket; 3) Lelo Too, Tartan 30, Emile Carles. (9 boats)

FLEET C (doublehanded, non-spinny) — 1) Annie, Cal 29, Steve Zevanove; 2) Halfast, Merit 25, Bill Schwob; 3) Starfire, Catalina 34, Robert Englehart. (9 boats)

FLEET D (singlehanded) -- 1) Space Cowboy, Hobie 33, David Bennett; 2) Logical Switch, Express 37, Fred Joyce. (4 boats)

FLEET E (multihull, w/ spinny) - 1) Pegasus, F-27, Andrew Pitcairn; 2) Jamon, F-25c, John Kocol; 3) Donnybrook, F-28r. (6 boats)

FLEET F (multihull, non-spinny) - 1) All That Jazz, F-31, Paul Hayward. (1 boat)

Two SoCal Regattas

The racing season is gearing up again in the windless southern end of the state.



Double bullets — Costa Mesa boatbuilder Tom Schock took class honors at his own regatta and also at the San Diego NOOD.

as evidenced by two big one design events last month — the W.D. Schock Memorial Regatta and the San Diego NOOD Regatta. The former was anything but windless, as the entire second day was canceled due

to nuclear conditions. The NOOD, however, was quite civilized, with winds in the teens on the first day, dropping to 8-10 the next, and pooping out almost entirely

The third annual Schock Regatta, named after late boatbuilder Bill Schock. was hosted by Newport Harbor YC on March 4-5. A total of 111 mostly Schockbuilt boats turned out for the abbreviated event. The bigger boats, including the Thistles (who were admitted because Schock built the first fiberglass ones back in the Dark Ages), sailed outside the harbor, while the Harbor 20s and the dinghy classes sailed inside. Despite black clouds and rain showers, all classes managed to get in three races in 5-8 knots of wind on Saturday. To the almost universal relief of the racers, NHYC called off the racing on Sunday in the face of heavy rain, high winds and forecasted waterspouts, tornadoes, a plague of locusts, and various other apocalyptic phenomena.

The trophy for best performance in the regatta went to young San Diego North Sails employee Yumio Dornberg, who posted a 2,3,3 series in the revitalized 40boat Santana 20 class. "The 20s were by far the toughest class! Yumio's a fine sailor, and deserved to win the overall trophy," noted regatta sponsor Tom Schock, who is the son of the regatta's namesake and current CEO of the Schock boatbuilding enterprise. Schock, who also sailed Nick Martin's On Point to victory in the tiny Schock 40 class, defended the vacht club's decision to cancel the last day of sailing: "They'd still be out there picking up the pieces!"

Two weekends later, on March 17-19, 13 different classes sailed in the San Diego Sailing World NOOD Regatta, the second of nine annual stops on this excellent national circuit. Some of the classes (e.g., International 14s) aren't exactly 'national offshore one designs', and a few of the classes were a little thin, but the level of competition was quite high.

Standout performer of the weekend was 39-year-old San Diego commercial real estate developer Andy LaDow, who hammered the brutally competitive 42boat Etchells fleet. LaDow, who seldom races outside of the Etchells fleet, is gearing up for the upcoming Worlds with his relatively ancient Wildflower, an '85 Ontario hull, and crew Lee Hope and George Gregory. Dennis Conner took the bridesmaid position, trailing LaDow by 11 points. Top NorCal skipper in the Etchells fleet was recent Etchells Midwinters win-



ner Craig Healy, who finished fifth with Dave Gruver and Keith Stahnke pulling the strings.

For full results of the NOOD, as well as some excellent feature reports, check out www.sailingworld.com.

W.D. SCHOCK REGATTA (Mar. 4-5; 3 races):

SCHOCK 40 - 1) On Point, Tom Schock, 4 points. (2 boats)

SCHOCK 35 - 1) Wings, Dennis & Sharon Case, 10 points; 2) Piranha II, David Voss, 12; 3) Chayah, Krinsky/Sentovitch 13; 4) Outlier, Schmidt/ Gordon, 18; 5) Mischief, Hardy/Pickney, 19. (16

SANTANA 30/30 — 1) Redline; Bob Marcus, 3

points; 2) **Joann**, Steve Murphy, 7. (5 boats) SANTANA 20 — 1) **#415**, Yumio Dornberg, 8. points: 2) Bustin' Loose, Rick Harris, 11; 3) Hitched, Kerry Poe, 12; 4) Disaster Area, Chris Winnard, 19; 5) Moon, Ken Cardwell, 28; 6) Puffin, D. Rapier/B. Nichols, 30; 7) En Fuego, Carson Reynolds, 33; 8) Gremlin, Gordon Wanlass, 33; 9) Chimps in Orbit, Steve Quant, 35; 10) Bob, Mike Sherlock, 36. (40

THISTLE - 1) #3769, Chris Gedrose, 7 points; 2) Magic, Team Magic, 7; 3) No Parasan, Will Cummings, 9. (9 boats)

HARBOR 20-A — 1) Reprise, Arthur Strock, 2 points; 2) Surprise, Phil Ramser, 4; 3) A Salt & Battery, Jim Kerrigan, 5. (8 boats)

HARBOR 20-B - 1) Sail N' Win, Win Fuller, 2 points; 2) Minuet, Merle Amundson, 3. (5 boats)

LEHMAN 12 - 1) Cara Harries, 2 points; 2) David & Shelly Clark, 4; 3) John & Vicki Clement, 5. (6 boats) LIDO 14-A - 1) Marc Barra, 3 points; 2) John

Papadopoulos, 4; 3) Fred Stevens, 7; 4) Jamie DeWolfe, 9; 5) Roger Patterson, 9. (14 boats)



Best game in town - J/105s just after rounding Blackaller at the Spring One Design Invitational.

LIDO 14-B - 1) Greg Boudreaux, 2 points; 2) Debbie Shlens, 4. (6 boats)

SAN DIEGO NOOD (SDYC; March 17-19; 5 races):

ETCHELLS — 1) Wildflower, Andy LaDow, 24 points; 2) Kiwi Menace, Dennis Conner, 35; 3) Hissar, Vince Brun, 37; 4) Camet.com, Brian Camet, 39; 5) I Love My Wife, Craig Healy, 43. (42 boats)

J/120 — 1) Indigo, Scott Birnberg, 16 points; 2) Doctor No, Jed Olenick, 22; 3) Tama Jama, Steve & Tama Harris, 25. (7 boats)

1D-35 — 1) KT's Choice, Bud Stratton, 16 points; 2) Koinonia, Doug Ament, 16. (5 boats)

CORSAIR - 1) Merloe, H.L Enloe, 12 points; 2) Delta Vee, Mike Leneman, 13; 3) Mental Floss, Jeff Cohen, 22. (8 boats)

J/105 - 1) Belly Dancer, Art McMillan/Tom Carruthers, 14 points; 2) Pholly, Phil Gausewitz, 19; 3) Jimmy-J, James Puplaua, 25. (7 boats)

SOLING - 1) No Name, John Walton, 11 points; 2) No Name, Steve Brownsea, 13. (6 boats)

J/24 -- 1) No Name, Chris Snow, 13 points; 2) No Name, Gary & Julie Mitchell, 19; 3) Zoni, W. Robertson/Deke Klatt, 22. (11 boats)

MELGES 24 — 1) Monsoon, Bruce Ayres, 10 points; 2) Iceman, Tim Hahnke, 22; 3) Hard Core, Steve Maseda, 35. (17 boats)

ULTIMATE 20 — 1) TGFU, Mark Peery, 8 points;

2) Euphoria, Marsh Pardey, 17. (6 boats) SANTANA 20 - 1) Still Wet, Tom Schock, 6 points; 2) Bustin' Loose, Rick Harris, 7; 3) Gremin, Gordon Wanlass, 10. (11 boats)

HOLDER 20 - 1) H=MC2, Darren Hamm, 14 points; 2) My Sweetie N' Me, Jim Rosaschi, 14; 3) Holder Tight, Brit Rottschy, 22. (8 boats)

I-14 — 1) Sol Luna Sea, Greg Mitchell, 7 points;

2) Southern Cross, Ted Rogers, 16; 3) Grendal's Mother, Lawrence Henderson, 19. (9 boats)

StFYC Spring Invitationals

Good things supposedly come in threes, such as last month's trio of St.

Francis YC-hosted Spring Invitationals. The smaller keelboats kicked off the threeweekend one design binge on March 4-5, with 52 boats attending the Spring Keel Invitational. The Etchells were conspicuous by their absence, but that fleet is currently spread thin between here and San Diego due to their Midwinters and the NOOD.

The Spring Keel turned out to be a fairly light air regatta, with a big ebb runoff making things even trickier. Two races were held on Saturday between T.I. and the Berkeley Circle, followed on Sunday by just one of two scheduled races on the Cityfront. That race was held in a faint northerly, and given the cross-current course, turned into a follow-the-leader kind of day. Santa Cruz metal fabricator Ian Klitza sailed Adios to a 2,2,2 record to win honors in the 20-boat Moore 24 fleet, which counts this regatta as part of their 2000 Roadmasters Series. The 'usual suspects' won the other four classes.

Little boats and younger people took the Cityfront stage the following weekend, March 11-12, for the Spring Dinghy Invitational. Conditions were varied for the five-race event, and with the U.S. Olympic Trials just a few weeks away, competition in the Lasers, Finns and Europes was particularly fierce. Oregon sailor Darrell Peck edged out local favorite Russ Silvestri for the Finn victory; Texas campaigner Mattia D'Errico beat Canadian Jon Benskin in the 25-boat Laser fleet;

FINAL MIDWINTER RACE RESULTS

Alameda YC Estuary Midwinters FLEET A (spinnaker < 189) — 1) True Grits, Jay Montgomery, 5 points; 2) Spridle, Moore 24, Mike Faber, 15.75; 3) Lelo Too, Tartan 30, Emile Carles, 19. (10 boals

COLUMBIA 5.5 — 1) Drummer, Weaver/Sankey/ Sadeg, 5 points; 2) Chaos, Jim Warfield, 16.75, (5

FLEET C (spinnaker > 190) — 1) Victoria, Santana 20, Vince McPeek, 9.5 points, 2) Alegre, Santana 22, John Turna, 13.5, 8) Pink Tutu, Santana

22, Deborah Lage, 14.75. (7 boats)

NON-SPINNAKER — 1) Popeye & I, Cal 9.2. Rul
Luis, 13.25 points; 2) Half Fast, Merit 25, Bill Schwob,
17.5; 3) Crinan, C&C 30, Don Blood, 23. (7 boats) (5 races, 0 throwouts)

BYC/MYCO Berkeley Circle Midwinters SATURDAY SERIES (4 races: 0 throwouts)

DIV. A (0-123) - 1) Bodacious, Fair One Ton. John Clauser, 4.35 points; 2) Rascal, Wilderness 30, Pat Brown, 10, 3) Advantage 3, J/105, Pat Benedict, 17.75. (10 boats)

DIV. B (126-153) — 1) Zilla, B-25, Brent Draney. 13 points, 2) lxxls, Olson 911-S, Ed Durbin, 15.5, 3) (tie) Mintaka, C&C 36, Gerry Brown, and Jeannette, Tartan Ten, Henry King, 17 (13 boats)

DIV. C (156-168) - 1) Chesapeake, Merit 25,

Jim Fair, 8.75; 2) Twilight Zone, Paul Kamen, 11.5; 3) Mighty Mouse, Martin 242, Mike Grimm, 13.75.

DIV. D (171-207) - 1) Talisman Banana, J/22, Gary Albright, 4.25 points; 2) Latin Lass, Calalina 27, Bill Chapman, 9.75; 3) Ypso, Cal 2-27, Tim Stapleton, 11, (7 boats)

DIV. E (210-up) - 1) Jack Be Quick, Saritana 22, C. Watson/P. Rasco, 9.5 points; 2) Albacore. Santana 22, Mark Playsted, 11; 3) Runaground Sue, Challenger, Jim Van Blarigan, 14.75. (8 boats)

ANTRIM 27 - 1) Arch Angel, Bryce Griffith, 6.5. points, 2) Abracadabra II, Dennis Surtees, 12, 3)

Always Friday, John Liebenberg, 13.75. (9 boats)

MELGES 24 — 1) Alien, P. Wagner/J. Pernick,
10.5 points; 2) SUV, David Wadbook, 11.75; 3) Don Miguel, Mike Rettie, 16. (7 boats)

OLSON 30 - 1) Run Wild, Dale Irving, 3 points; 2) Family Hour, The Bilafers, 14; 3) Cisco, Gary Redelberger, 15; 4) (tie) Hoot, Andy Macfie, and White Knuckles, Dan Benjamin, 20. (11 boats)

J/29 - 1) Power Play, Gordon Smith, 6.25 points; 2) Wave Dancer, Richard Leevey, 7.75, (4 boats)

EXPRESS 27 - 1) Baffett, Tom Baffico, 8.5 points; 2) Flying Circus, Gene Ryley/Dave Hodges, 10.5:3) Shenanigans, Nick Gibbens, 11;4) Swamp Donkey, Scott Sellers, 18; 5) Motorcycle Irene, Will

THE RACING

and Danish male sailor Soren Johnsen, Krysia Pohl's coach, topped the women in Europes (who apparently all welcomed his presence). Action in the other five dinghy fleets, particulary the 505s and I-14s, was also pretty intense.

The larger keelboats enjoyed four moderately windy races at the Spring One Design Regatta on March 18-19. The 25boat J/105 contingent stole the show, fielding 50% of the fleet that weekend for the first event of their 30+ race season championship. Phil Perkins and Dave Wilson sailed their Good Timin' to an OCS, 3,1,3 in their debut - and the OCS would have been a bullet had they not been over early! "Looks like a race for second place this year, and Chris (Perkins) isn't even sailing with them yet," was a comment we heard often that weekend.

Good Timin's lack of timing in the first race doomed them to fifth place for the weekend. Benefitting from their misfortune was wily Sam Hock and his Jose Cuervo crew, who brought in occasional crewmember Hank Easom to help close the deal on Sunday. Jose's steady 2,8,6,1 series edged out Tom Kassberg's Walloping Swede by a point, prompting the usual jokes about "old age and treachery beating youth and enthusiasm." It was the second big J/105 win in a row for Hock, who ended last season by taking the gold at the Big Boat Series. Jose Cuervo and Walloping Swede will be competing in August's Kenwood Cup, and from the look of it, both will be tough.

SPRING KEEL (March 4-5; 3 races):

11:METRE — 1) Svendsen's Marine, Sean Svendsen, 4 points; 2) Dosile, Bob Hurley/Tim Duffy, 7; 3) Dilithium, Tom Dinkel, 9. (5 boats)

EXPRESS 27 — 1) Bessie Jay, Brad Whitaker, 6 points; 2) Mirage, Terry Cobb, 8; 3) Wile E. Coyote, Dan Pruzan, 13; 4) El Raton, Ray Lotto, 15; 5) Archimedes, Dick Swanson, 16. (9 boats)

MELGES 24 - 1) Sea Monster, John Oldham, 5 points; 2) Agent 99, D. Dimitreus/J. Barranco, 7; 3) Dynamo Humm, Jeff Littfin, 12; 4) Vermiscious

Knid, Lawson/Huebschle, 15. (8 boats)

MOORE 24 — 1) Adios, Ian Klitza, 5 points; 2) Moorgasm, Chris Watts/Dave Josselyn, 6; 3) Fatuity, Dave Hodges, 7; 4) Eclipse, Brad Butler, 18; 5) Snafu-U, Mark Berryman, 20; 6) Wet Spot, Mike O'Callaghan, 22; 7) Ngellew Fejj, Shana Rosenfeld, 23; 8) Mercedes, Joel Verutti, 27; 9) Pixie, Don Margraf, 37; 10) Nobody's Glrl, Sydnie Moore, 38. (20 boats)

J/24 - 1) Phat Air, Reid McLaughlin, 3 points; 2) Downtown Uproar, Wayne Clough, 7; 3) Blue J, Brian Mullen, 8; 4) Woof, Alan McNab, 17; 5) Cheech

Wizard, David Nietert, 18. (10 boats)

SPRING DINGHY (March 11-12; 5 races);

FINN - 1) Darrell Peck, 10 points; 2) Russ Silvestri, 13; 3) Michael Deyett, 26; 4) Mo Hart, 29; 5) Ben Beer, 30; 6) Geoff Ewenson, 31; 7) Scott Griffiths, 39; 8) John Callahan, 40. (15 boats)

LASER - 1) Mattia D'Errico, 11; 2) Jon Benskin, 15: 3) Peter Phelan, 23; 4) Charles Mèade, 32; 5) Gerry Swinton, 37; 6) Simon Bell, 40; 7) Eric Holden, 43; 8) Tim Russell, 46; 9) Brad Nieuwstad, 47; 10) Nick Burke, 59. (25 boats)



Spring One Design winners — Corte Madera shipping company salesman Gordon Clute and his 'CMA Sailing' pals won the Olson 30 class.

EUROPE - 1) Soren Johnsen, 10 points; 2) Courteney Dey, 12; 3) Krysia Pohl, 17; 4) Tania Elias Calles, 21; 5) Samantha Barnes, 24; 6) Taylor Robinson, 25; 7) Susannah Carr, 33; 8) Kimberly Smith, 46. (16 boats)

I-14 - 1) Zach Berkowitz, 5 points; 2) Ron Boehm, 10; 3) Steve Goodson, 15; 4) Ted Rogers, 20; 5) Dave Berstein, 25. (12 boats)

505 - 1) Dave Shelton, 12 points; 2) Howie Hamlin, 13; 3) Nick Adamson, 14; 4) Mike Martin, 24; 5) Jeff Miller, 27. (17 boats)

VANGUARD 15 - 1) Carisa Harris, 23 points;

FINAL MIDWINTER RACE RESULTS

Paxton, 36, 6) Great White, Stan Clark, 42, 7) Wile E. Coyote, Dan Pruzan, 44; 8) (fie) Mirage, Terry Cobb, and Dianne, Katsman/Mybry/Hodges, 48; 10) Abigail Morgan, Ron Kell, 49 (28 boats)

MOORE 24 — 1) Moorigami, John Siegel, 12.5 points, 2) Gruntled, Simon Winer, 14.5; 3) Kangaroo Court, Joan Byrne, 16; 4) Jimmy Riddle, Rich Korman, 21; 5) Hurricane, Adam Sadeg, 22. (13

J/24 - 1) Sockeye, Dave Holscher, 9.5 points; 2) Cool Breeze, Doug Nugent, 10.5; 3) Downtown Uproar, Wayne Clough, 16; 4) J Without a Match, Curlis Press, 23; 5) (tie) Nixon Was Cool, Julie Wlard, and Another White Boat, George Peck, 31; 7) Air, Susie Gregory, 33. (18 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman, 6.25 points; 2) Ruckus, Paul Von Wiedenfield, 8.75; 3) Zarpa, George Gurrola, 18. (9 boats)

SUNDAY SERIES (4 races: 0 throwouts):

DIV. I (0-90) - 1) Cascade, Antrim 27, Laraine McKinnon, 8.75 points; 2) Arch Angel, Antrim 27, Bryce Griffith, 10.75; 3) Always Friday, Antrim 27, Ellen Liebenberg. (7 boats)

DIV. II (93-147) - 1) Rascal, Wilderness 30, Pat. Brown, 7.75 points; 2) Zilla, B-25, Brent Draney, 9.5; 3) Family Hour, Olson 30, The Bilafers, 11.75. (9

DIV. III (150-168) - 1) Froglips, J/24, Richard Stockdale, 11.5 points, 2) Chesapeake, Merit 25, Jint Fair, 12, 3) Blew, Moore 24, David Wike, 14.75, 4) Twillight Zone, Merit 25, Paul Kamen, 17, (11 boats) DIV, IV (171-up) — 1) Latin Lass, Catalina 27,

Bill Chapman, 6.5 points; 2) Antares, Islander 30 Mk. II, Larry Telford, 10.75; 3) Travieso, J/22, Jack Allen, 14, (8 boats)

OLSON 30 - 1) Cisco, Gary Redelberger, 8.75 points; 2) Speedy Gonzales, David Carrel, 8.75. (6

EXPRESS 27 - 1) Bobs, Mike Hearn, 5.25 points: 2) Opus, J. Crowson/H. Roberts, 16, 3) Dianne, Katsman/Mybry/Hodges, 18; 4) Mirage, Terry Cobb., 19. (11 hoats)

Corinthian YC Midwinters

PHRF I (up to 72) - 1) Wasabi, Fart ILC 46, Dale Williams, 20 points; 2) Blue Chip, Farr 40, Walt Logan, 22; 3) Cha Ching, BH-41, Scooler Simmons. 28; 4) Raven, N/M 39, Mark Thomas, 31; 5) Bodaclous, Farr One Ton, John Clauser, 84 (19

J/105 - 1) Joyride, Bill Hoehler, 15 points; 2) Orion, Gary Kneeland, 16; 3) Diamente, Danny Shea, 21; 4) Tiburon, Steve Stroub, 24. (13 boats)

PHRF II (73-109) — 1) Navigator, Soverel 33 The Melbostads, 15 points; 2) Run Wild, Olson 30, Dale Irving, 19; 3) Petard, Farr 36, Kelth Buck, 27, 4) China Cloud, J/40, Leigh Brite/Cliff Wilson, 28.

SF 30 FOOTERS — 1) lxxis, Olson 911-S, Ed Durbin, 10 points; 2) Jeannette, Tartan Ten, Henry

King, 15. (6 boats)

PHRF III (109-150) - 1) Desperado, Express 27, Mike Bruzzone, 30 points; 2) Flexible Flyer, Tuna 35, Tim Merrill, 33; 3) Sarissa, SC 27, Mike Warren. 34; 4) Zilia, B-25, Brent Draney, 38; 5) Goldilocks, Morgan 36, Noble Griswold, 40, (21 boats)

MOORE 24 — 1) Czardas, Judy Bentsen, 10 points; 2) Umpqua, Jim Plumley, 12. (5 boats)
OLSON 25 — 1) Baleineau, Charlie Brochard,

12 points; 2) Barking Dog, Jeffrey Kroeber, 15. (6

PHRF IV (151-182) — 1) Sockeye, J/24, Holscher/Etheridge, 20 points; 2) El Gavilan, Flawkfarm, Nick Nash, 23; 3) Fast Freight, Newport 30, Bob Harford, 27; 4) Ruckus, Newport 30, Paul Von Wiedenfield, 29; 5) Irresponsible, Merit 25, John Coye, 33. (15 boats)
NON-SPINNAKER I (up to 150) — 1) Bacarat,

Peterson 34, Dave Reed, 12 points; 2) Picaroon. Santana 35, Mike Melin/Fred Hodgson, 18; 3) Athena, Catalina 36, Bill Canada, 19, (8 boats)
PHRF V (183-up) — 1) Amante, Rhodes 19, Kirk

Smith, 11 points; 2) After Five, Catalina 27, David



Mike Ratiani, a San Francisco mortgage broker. took the 11:Metre class with his whimsically named 'Oosik'.

2) Bart Hackworth, 26; 3) John Horsch, 26; 4) Scott Sellers, 33. (8 boats)

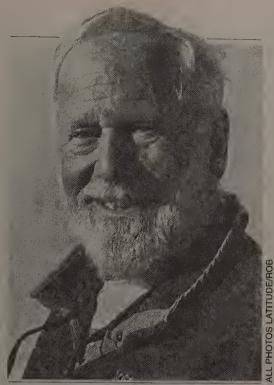
SNIPE -- 1) Packy Davis, 15 points; 2) Andy Pontious, 23. (5 boats)

29er - 1) Joey Pasquali, 6 points; 2) Jeff Allen, 11. (4 boats)

SPRING ONE DESIGN (March 18-19; 4 races):

EXPRESS 37 — 1) Eclipse, Mark Dowdy, 7 points; 2) Expeditious, Bartz Schneider, 9; 3) Re-Quest, Glenn Isaacson, 13. (6 boats)

SANTANA 35 - 1) Picaroon, Mike Melin, 8



Sausalito real estate baron Sam Hock, spry as ever at 71, sailed 'Jose Cuervo' to yet another blg win in the 25-boat J/105 fleet.

points. (1 boat)

J/105 — 1) Jose Cuervo, Sam Hock, 17 points; Walloping Swede, Tom Kassberg, 18; 3) Blackhawk, Dean Dietrich, 20; 4) Sails Call, Ian Charles, 28; 5) Good Timin', Phil Perkins/Dave Wilson, 36; 6) Bella Rosa, Dave Tambellini, 36; 7) Jitterbug, Chuck Eaton, 36; 8) Orion, Gary Kneeland, 37; 9) #266, Tom Kennelly, 40; 10) Hokulele, Rob Cooper, 45. (25 boats)

11:METRE - 1) Oosik, Mike Ratiani, 8 points; 2) Red Bull, Tim Wells, 9; 3) Pier 23 Cafe, Hogan Beatie, 10; 4) Adrenaline Rush, Tom Dinkel, 21. (9 boats)

OLSON 30 - 1) CMA Salling, Gordon Clute, 7 points; 2) Hoot, Andy Macfie, 12; 3) Run Wild, Dale Irving, 14. (6 boats)

J/29 - 1) 5150, Hans Bigall, 9 points; 2) Team Tahoe, Christopher Stout, 9. (3 boats)

Wheeler Regatta

Berkeley YC's annual Wheeler Regatta attracted a 36-boat fleet on March 25-26. Attendance has waned at this event lately, perhaps because sailors actually need a break between midwinters and the start of the summer season. "Those who showed up were rewarded with a surprisingly nice weekend," claimed BYC race cochairman Bob Gray. "Winds came in at 15-20 knots from the west, and the forecasted rain never materialized."

After two buoy races on Saturday - a 6.35-miler on the Circle, followed by a 7.65-mile lap up to Harding Rock and back — the winner of the overall pickle dish, the Wheeler Trophy for PHRF boats, was Keith Buck's ageless Farr 36 Petard. A pair of Melgi, Jessica Lord's Twist & Shout and Philip Lawson's oddly-named Vermicious Knid, tied for the City of Berkeley Trophy for one designs - apparently this years Sls didn't include tiebreaker mechanisms. Those trophies, as well as five class trophies, were awarded Saturday afternoon, with the race committee treating each boat to a pitcher of margaritas to cushion the wait for race results.

Sunday's reverse-handicap pursuit race, a 10.8-mile triangle starting and fin-

FINAL MIDWINTER RACE RESULTS

Opheim, 14; 3) Argonaut, Cal 2-29, Jim Garvine. 15. (8 boats)

NON-SPINNAKER II (over 151) - 1) Tension II, Cal 20, John Nooteboom, 13 points; 2) Santa Maria, Santana 22, Chris Giovacchini, 23; 3) Roeboat, Catalina 30, Rod Decker, 25, (10 boats)

KNARR - 1) Emma Hamilton II, John Colver, 13 points; 2) Whistler, Bill Lauhorn, 15; 3) Peer Gynt V. Jim Skaar, 16. (7 boats)

SHORTHANDED — 1) Emerald, Yankee 30, Peter Jones, 7 points. (3 boats) (3 races; 0 throwouts)

EYC Spring Fling
PHRF A-1 — 1) El Pellin, J/92, Michael Redmond, 8 points; 2) Vigilance, Antrim 27, Conrad Arnold, 8, (5 boals)

PHRF A-2 - 1) Breakout, Santana 35, Lloyd Ritchie, 5 points; 2) Razzberries, Olson 34, Bruce Nesbit, 7, 3) Jabiru, J/35, West/Dunn, 13. (8 boats)

PHRFB -- 1) Wile E. Coyote, Express 27, Dan Pruzan, 6 points; 2) Enigma, Olson 911-S, Bob Hultman, 7; 3) Bewitched, Merit 25, Laraine Salmon, 14. (6 boats).

PHRFC - 1) Tara, Santana 22, Jim Samuels, 5 points; 2) Dazzler, Folkboat, Paul Mueller, 11; 3) Amigos, Cal 20, Walt Vance, 13, 4) London Calling, Santana 22, Meg Dwyer, 18. (10 boats)

PHRF D-1 - 1) Casino, Catalina 34, Bill Eddy, 4 points. (3 boats)

PHRF D-2.-- 1) Peg O' My Heart, Ericson 35. Steve Wert, 9 points. (2 boats)

J/120 - 1) Mr. Magoo, Steve Madeira, 6 points.

(3 races: 0 throwouts)

LMSC Robinson Midwinters

EL TORO, SR. - 1) Tom Burden, 103.75 points; 2) Walt Andrews, 99.75; 3) Jim Warfield, 64.75; 4) Gordy Nash, 57.5; 5) George Morris, 57; 6) Dave Vickland, 56; 7) Pete Blasberg, 50; 8) John Dukat, 46; 9) Mike Hockin, 44; 10) John Amen, 40.25. (17

EL TORO, JR. - 1) Brooks Reed, 74 points; 2) Kate Hodges, 72.5; 3) Cory Lutchansky, 64; 4) Ben Bradley, 61; 5) George Granelli, 60:25; 6) Sara Lester, 58; 7) Alex Boodrookas, 47; 8) (tie) Ben Amen and Natalie Denning, 46; 10) (fie) Mark Anders and JM Spragg, 45. (28 boats)

SLOOPS - 1) Joe Doering, Lido 14, 2) Doug Hamilton, Lido 14. (6 boats)

BANSHEE - 1) Ward Fulcher. (4 boats) HOLDER 12 - 1) Del Locke. (2 boats)

LASER — 1) Shawn Law, 2) (tle) Dan Ouellet and JV Gilmour, 4) Colleen Clay. (9 boats)

(lots of races; no throwouts)

Golden Gate YC Midwinters

PHRF1 (to 64) — 1) Bullseye, N/M 50, Bob. Garvie, 7 points; 2) Wasabi, Farr ILC 46, Date Williams, 9; 3) JackRabbit, N/M 39, The Liggetts, 18.

PHRF II (65-99) - 1) Navigator, Soverel 33, The Melbostads, 5 points; 2) Tigger, J/33, Frances Fridell, 15, 3) Expeditious, Express 37, Bartz Schneider, 16. (11 boats)

J/105 - 1) Orion, Gary Kneeland, 11; 2) 20/20, Phil Gardner, 18; 3) Jose Cuervo, Sam Hock, 21; 4) Ultimatum, Vince Dilorenzo, 22. (15 boats)

PHRF III (100-152) — 1) Uno. WylieCat 30, Steve Wonner, 9 points; 2) Red Sky, Express 34, Brian Boschma, 17; 3) Harp, Catalina 38, Mike Mannix, 18 (14 boats)

PHRF IV (153-197) - 1) Tiger Beetle, Newport 33, Arjan Bok, 6 points; 2) Strait Jacket, Mull 22, Ben Haket, 16; 3) Trey Shay, Catalina 30, John Jacobs, 23. (13 boats).

PHRF V (198-up) — 1) Dulcenea, Coronado 27, John Slivka, 6 points; 2) Santa María, Santana 22, Chris Giovacchini, 16, 3) MyToy, Ranger 26, Dave Adams, 18. (11 boats)

CAL 29 - 1) Boog-A-Loo, Nancy Rogers, 13; 2) Serendipity, Tom Bruce, 13. (5 boats)

KNARR — 1) Adelante, Grant Settlemier, 11; 2) Shadow, Steve Wegner, 13; 3) Lord Nelson, John

THE RACING

ishing off Berkeley Circle's 'F' buoy, and going to Yellow Bluff and Blossom Rock, was won by Brent Draney's B-25 Zilla. "They loved the tight reaches and the wind, and won by three minutes - a huge margin in a pursuit race," noted the other race co-chair, Bobbi Tosse.

DIV. A (0-113) -- 1) Petard, Farr 36, Keith Buck, 1.5 points; 2) Bottom Line, Choate 40, John Walker, 4; 3) Abracadabra II, Antrim 27, Dennis Surtees, 6.

DIV. B (114-149) — 1) Ixxis, Olson 911-S, Ed Durbin, 1.5 points; 2) Zilla, B-25, Brent Draney, 4; 3) Jeannette, Tartan Ten, Henry King, 6. (8 boats)

DIV. C (150-197) --- 1) Fast Freight, Newport 30, Bob Harford, 1.5 points; 2) Bewitched, Merit 25, Laraine Salmon, 5; 3) Sukey III, Ericson 30+, Tom Gardner, 7. (7 boats)

DIV. D (198-up) - 1) After Five, Catalina 27, David Opheim, 2.75 points; 2) Carlos, Santana 22, Jan Grygier, 3.75; 3) London Calling, Santana 22, Meg Dwyer, 7. (7 boats)

MELGES 24 - 1) (tie) Twist & Shout, Jessica Lord, and Vermiclous Knid, Philip Lawson, 2.75; 3) Decorum, J.C. Raby, 8. (7 boats)

PURSUIT RACE — 1) Zilla; 2) Decorum; 3) Jeannette; 4) Petard; 5) Bodacious. (22 boats)

Doublehanded Farallones

Sun, flat water, light to moderate wind that's the abbreviated version of BAMA's 21st annual Doublehanded Farallones Race, which packed in 118 boats on March 25. After last year's debacle — one death, two near-deaths, one lost boat, four broken masts, etc. — the Doublehanded Farallones Race seemed



The Buck stopped here — Keith Buck drove his vintage Farr 36 'Petard' to top honors in Berkeley YC's annual Wheeler Cup.

overdue for a nice day and, happily, that's what the racers got this year.

Despite the presence of two Open 50s Convergence and Polaris — the first boat to finish was the Farr 40 Blue Chip. with Carlos Badell and Mark Rudiger aboard. They crossed the line at 4:48 in the afternoon after an easy sail. For a change, overall honors didn't go to Dave Hodges and Scott Walecka in a Moore 24

- but only because the duo elected to sail Hodges' Farr 38 Timber Wolfinstead. Not surprisingly, they won PHRF-III.

Overall winner on corrected time, which was scored with time-on-time handicapping for the second year, was the youthful team of Will Paxton and Jay Lambiotte on their Express 27 Motorcycle Irene. "It was a pretty mellow day," claimed Paxton. "The only intense part was sailing against Swamp Donkey (Scott Sellers' Express 27). We were never more than 100 yards apart all day, and we pushed each other really hard — which is probably why we both did so well."

Full results of the race can be found on www.wingo.com/BAMA.

ULDB I --- 1) AFM, Hobie 33, Oliver Coolidge/ Steve Baumhoff; 2) Shark Attack, Hobie 33, Mark Halman/Robert Fricke; 3) Kiwi Sanctuary, Hobie 33, Graham Dawson/Michael Greer; 4) Space Cowboy, Hobie 33, David Bennett/Russell Schroff; 5) Family Hour, Olson 30, Mike Bilafer/Warren Seward; 6) E.T., Antrim 27, Todd Hedin/John Liebenberg; 7) Charade, J/105, Mike Ratiani/Tim Scherer; 8) X-Dream, X-119, Steen Moller/Rob MacDonald; 9) Run Wild, Olson 30, Dale Irving/Eric Mino; 10) Walloping Swede, J/ 105, Tom Kassberg/Guy Rittger. (22 boats)

ULDB II - 1) Motorcycle Irene, Express 27, Will Paxton/Jay Lambiotte; 2) Swamp Donkey, Express 27, Scott Sellers/Robert Brown; 3) Starbuck, Black Soo, Greg Nelson/Napolean Baltodano; 4) E-Type, Express 27, Ben & Tess Landon; 5) Killer, Express 27, Nikki Glass/Jim Rumer; 6) Opus, Express 27,

FINAL MIDWINTER RACE RESULTS

Jenkins, 16. (8 boats)

FOLKBOAT — 1) Polperro, Peter Jeal, 6 points; 2) Freja, Ed Welch, 6; 3) (lie) Frihed, Blil Madison, and Thea, Tom Reed, 13, (9 boats)

BEAR - 1) Circus, Bob Jones, 8 points; 2) Little Dipper, Joe Bambara, 9. (4 boats)

(4 races; 0 throwouts)

Oakland YC Brunch Series

FLEET A (< 150) — 1) (tie) Logical Switch, Express 37, Fred Joyce, and Vitesse, SC 27, Grant Hayes, 5.5 points, (3 boats)

MULTIHULL - 1) Three Sigma, F-27, Chris Harvey, 5.5 points; 2) Sea Bird, F-27, Rich Holden, 8.5; 3) Wingit, F-27, Ray Wells, 10.75; 4) Already There, F-27, James Brown, 14, (10 boats

FLEET C (168-raters) - 1) Ditch Witch, Merit 25, Linda Purdy, 4.25 points; 2) Halfast, Merit 25, Bill Schwob, 9.75. (5 boats)

COLUMBIA 5.5 - 1) Drummer, Weaver/ Sankey/Sadeg, 3 points; 2) Bandit, Chris Shepard, 6.75; 3) Chaos, Jim Warfield, 14. (9 boats)

FLEETE (151-189) — 1) Snow Goose, Santana 30, Ted Mattson, 4.25 points; 2) Lelo Too, Tartan 30, Emile Carles, 7.75; 3) Annie, Cal 29, Steve Zevanove, 10. (8 boats)

FLEET F (190-up) - 1) Pathfinder, Ariel, Ed Ekers/Emie Rideout, 3 points; 2) Lickety Split, Ariel,

Joe Antos, 6.75; 3) Dazzler, Folkboai, Paul Mueller/ Hester Burn-Gallander, 12, 4) Peddler, Catalina 27, Garry Wride, 19, (10 boats) (5 races, 1 throwout)

RYC Small Boat Midwinters

EL TORO, SR. - 1) Will Paxton, 18 points, 2) Gordy Nash, 41; 3) John Amen, 68; 4) Bob Hrubes, 69; 5) Nick Nash, 76; 6) Vaughn Siefers, 83; 7) Ohris Nash, 102, 8) Hank Jotz, 119; 9) Fred Paxton, 125;

10) Andy Goodman, 134. (34 boats)
EL TORO, JR.—1) Travis Kool, 15 points; 2)
Brendan Daly, 30, 3) Daryle Kool, 37; 4) Matt Spevak, 74; 5) Brooks Reed, 78; 6) Anne-Flore Perroud, 85; 7) Morgan Gutenkunst, 97; 8) Alex Lowry, 139; 9) Sara Lester, 140; 10) Alex Boodrookas, 144; (38)

49er - 1) Sean & Brendan Couvreux; 2) Wink Saville/Brent Cross; 3) Adam Lowry/Adam Mack. (10

INTERNATIONAL 14 - 1) Greg Mitchell/Tim Burks; 2) David Klipfel/Tony Basso; 3) Paul Disario/ Neil Price; 4) Ted Rogers. (12 boats)

505 - 1) Dan Strellis; 2) Aaron Ross; 3) Fanny Bessec. (7 boats)

LIGHTNING - 1) Mike Molina; 2) Elissa Hail; 8)

Dave Anderson. (7 boats) THISTLE - 1) Dale Hinman; 2) Brian Bauman; 3) Ron Smith; 4) Sieve Klotz. (11 boats)

WYLIE WABBIT - 1) Andy Hamilton, 2) Rich Jarratt: 3) Angle Rowland. (8 boats)

INTERNATIONAL CANCE - 1) Anders Petersson; 2) Bruce Bradfute; 3) Erich Chase. (7

EUROPE - 1) Leslie Osmera, 2) Melina Hoyer, 3) Kati Murray; 4) Oasey Pelletier. (10 boats)

LASER — 1) Gerry Swinton; 2) Edward del Vel; 3) Tim Russell; 4) Justin Scott; 5) Andrew Kobylinski; 6) Evan Lyons, (54 boats)

BYTE - 1) Karin Knowles; 2) Gail Yando; 3) Katie Kirk. (9 boats)

SNIPE — 1) Heimler/Heimler, 2) Harvard/Neville, 3) Perry/Holman. (9 boats)

CLUB FJ - 1) Patrick Lewis: 2) Mallory McCollum; 3) Alex Kongsgaard; 4) Laura Durfee. (16

SUNFISH - 1) Bob Cronin; 2) Paul Lucas. (4 boats)

PORTSMOUTH — 1) Curt Rogers, Banshee; 2) Holland Hodges, Laser II, 3) Ben Amen, Int. FJ; 4) Mark Briner, Johnson 18. (13 boats).

(4 regattas; many races)

Santa Cruz YC Midwinters

CREWED -1) Absolute 38, Wylie 37, Keith MacBeth, 11 points, 2) Wildfire, Moore 24, Tom

Jason Crowson/H. Roberts, 7) Salty Hotel, Express 27, David Rasmussen/Phil Krasner. (16 boats)

PHRF III - 1) Timber Wolf, Farr 38, Dave Hodges/Scott Walecka; 2) Razzberries, Olson 34, Bruce Nesbit/Ron Brown; 3) Coyote, Beneteau One Ton, Peter Cullum/Mark DeMeo; 4) Friday Harbor, J/35, Ryle Radke/Jonathan Yelda; 5) Quicksilver. C&C 39, Carl Robinette/Bret Bachtle. (11 boats)

PHRF IV - 1) Antares, Ericson 34, Dan & Sandy Lockwood; 2) Scotch Mist, Cal 39, Ray Minehan/ Ed Hahn; 3) Fat Bob, Catalina 38, Robert Lugliani/ Victor Gray; 4) Bumpy, C&C 35, Rich Wideman/Jim Cooper. (10 boats)

PHRF V - 1) Silkye, WylieCat 30, Larry Riley/ John Skinner; 2) Uno, WylieCat 30, Bren Meyer/Joe Schaumburg; 3) Sail A Vie, Ericson 35 Mk. II, Phil MacFarlane/Rick Webber; 4) Foxxfyre, Yamaha 33; Mike Jefferson/Lieschen Hartman; 5) Starfire, Catalina 34, Bob Engelhart/Ken Recla; 6) Mintaka, C&C 36, Mike Maloney/Tom Bellit; 6) Coast Starlight Ltd., Morgan 382, John English/Micheal Jackson; 7) Mossie Estelle, Hinckley 40, Robert Cart/ Tom Blais. (17 boats)

PHRF VI --- 1) Chesapeake, Merit 25, Jim Fair/ Charlie Doggett; 2) Emerald, Yankee 30, Peter Jones/Jeff Zender; 3) Chelonia, Yankee 30, Ed Ruszel/Gary Cox; 4) Sorcerer, C&C Half Ton, Greg & Tom Cody; 5) Eyrie, Hawkfarm, Tom Condy/Sylvia Seaberg; 6) Sabrina, Coronado 34, Tom Hoynes/ Ayn Woodruff; 7) Captain George Thomas, C&C 30, William Thomas/Joel Sorum. (18 boats)

MOORE 24 -- 1) Wetspot, Mike O'Callaghan/ John Verdoia; 2) Umpqua, Peter Schoen/Jim Wallace; 3) Kangaroo Court, Colin Moore/Greg Byrne; 4) Half Off, Andy Hall/Tom Carlon; 5) Low Profile, Doug Frolich/John Donovan; 6) Csardas, Torben & Judy Bentsen; 7) Ngeleew Fejj, Shana



Sharp-dressed men — SF Cup winners Phil Perkins, Eric Baumhoff, Doug Holm, Chris Perkins, Nick Gibbens and Steve Marsh.

Rosenfeld/Peter Phelan. (18 boats)

MULTIHULL - 1) Wingit, F-27, Ray & Amy Wells; 2) Tri Hold'n On, F-27, Rich & Mike Holden; 3) Ja Mon, F-25c, John Kocol/B. Williams. (5 boats)

OVERALL -- 1) Motorcycle Irene; 2) Wetspot; 3) AFM; 4) Umpqua; 5) Chesapeake; 6) Swamp Donkey; 7) Kangaroo Court; 8) Shark Attack; 9) Half Off; 10) Low Profile. (118 boats)

San Francisco Cup

The Saints marched all over crosstown

rivals San Francisco YC in this year's San Francisco Cup, held in pleasant conditions on March 25. The best-3-of-5 match race series was held in J/105s for the first time, with defender St. Francis finishing the job 3-0 without needing to go into overtime on Sunday. This was the sixth time in a row that St. Francis has won the trophy.

Chris Perkins was the winning skipper, sailing his new Good Timin' to a fairly easy victory over SFYC's Tiburon. Perkins, the CFO of AmericaOne, took the first match by 1:05, the second by 19 seconds, but then appeared poised to lose the third race. "We caught a lucky private puff right at the end, and snuck by to win by four seconds," said bowman Steve Marsh. Also crewing on Good Timin' were Chris's brother Phil, Nick Gibbens, Eric Baumhoff and Doug Holm.

The San Francisco YC squad was led by skipper Don Jesberg, boatowner Steve Stroub, Tad Lacey, Greg Felton, Pete Scott and Mark Dowdy. The day ended with the traditional blue blazer dinner/roast at StFYC, an evening of camaraderie that is just as much a part of the event as the racing.

Race Notes

"Sale boats of the month: Coyote Point sailor Jeremey Johnson recently bought the B-25 Bloodvessel. . . Bob Johnston of Benicia is the new owner of the J/33 Troubador. . . Santa Cruz software magnate Philippe Kahn recently added the Open 50 Balance Bar and two Mumm 30s to his growing galaxy of sailboats. He renamed the former Polaris, while the latter two are both called Little Dipper. Kahn also owns the Andrews 70+ Pegasus, two

FINAL MIDWINTER RACE RESULTS

Conerly, 17; 3) Sumo, SC 27, Cassidy/Livingston, 26; 4) California Zephyr, SC 27, Peter Dalton, 45; 5) Duet, SC 27, DeWitt/Easter, 48. (14 boats)
DOUBLEHANDED — 1) Summertime, Moore

24 prototype, Basano/Golsch, 15 points; 2) Bullet, Olson 30, Gross/Bennett, 18; 3) Ruby, Moore 24, Mr. McCarthy, 19; 4) Nobody's Girl, Moore 24, Syd Moore, 24. (11 boats)

(8 races; 1 throwout)

South Bay YRA Midwinters
SPINNAKER — 1) New Horizons, Cal 33-2, Mike Garl, 9 points; 2) Sundancer, Hunter 34, Bob Carlen, 11.75; 3) Antares, Ericson 34, Dan Lockwood, 16. (11 boats)

BIG NON-SPINNAKER - 1) Jet Lag, Catalina 34, Roger Roe, 11 points; 2) Chiquita 2.0, Catalina 36, Hank Schade, 12.75. (6 boats).

LITTLE NON-SPINNAKER - 1) Micro Brew. Ranger 26, Mark Neumann, 10 points; 2) Motu, Tanzer 22, Mike Satterland, 16.75; 3) Chablis IV, Cal 25. Dave Few, 20.75. (7 boats)

(4 races; 0 throwouts)

Sausalito YC Midwinters

BIG SPINNAKER - 1) Power Play, J/29, Gordon Smith, 6 points; 2) Jose Cuervo, J/105, Sam Hock, 12, 3) Gammon, Tartan Ten, Jeff Hutter, 12. (7 boats)

LITTLE SPINNAKER - 1) Challenge, Islander 28. Peter Schoen, 8 points; 2) Chorus, Kettenburg 38, Peter English, 10; 3) Island Girl, Islander 36,

Frank Burkhart, 17. (6 boats)
BIG NON-SPINNAKER — 1) Basic Instinct, Elliott 1050, Jan Borjeson, 10 points; 2) Bacarat, Peterson 34, Dave Reed, 12, 3) Amanda, Newport

30 Mk. II, Pat Broderick, 12. (8 boats)
LITTLE NON-SPINNAKER — 1) Tackful, Santana 22. Frank Lawler, 9 points; 2) Suncatcher, Nonsuch 22, Sandra Bushmaker, 11; 3) Nordlys, Knarr, Joel Kudler, 13. (7 boats) (4 races; 0 throwouts)

South Beach YC Midwinters

DIV. I (spinnaker below 150) - 1) Luna Sea, J/ 105, Richard Smith, 8 points; 2) Humboldt Pie, HB-30, Gil Smith, 10; 3) Spirit of Elvis, Santana 35, Lewis Lanier, 13. (10 boats)

DIV. II (spinnaker above 150) - 1) Friday's Eagle, Catalina 30, Chris Gullikson, 5 points; 2) Abra, Jeanneau 32, Bob Turnbull, 8. (6 boats)

DIV. III (non-spinny) - 1) Second Wind, Ranger 26, Chips Conton, 7 points; 2) Arlane, Tartan Ten, Randy Wells, 9, 3) Krissy, Ericson 35, Allen Cooper, 11. (9 boats)

(5 races; 0 throwouts)

THE RACING

Farr 40s named *Orion*, a cruising boat and a little power boat. . . Word on the dock is that another grand prix boat collector, SAP founder **Hasso Plattner**, is in the market for a Farr 40 — and he wants it soon!

Former Olson 30 owner Rich Craig debuted his new J/105 Lightwave (#319) at the Spring Invitational. Craig, a new member of Encinal YC, has been sailing most of his life. "We did the '71 TransPac together on the Cal 39 Sangvind," mentioned Chris Corlett, who brokered the Lightwave deal. "I was 20 years old, and Rich was about 14." Counting three boats that are ordered but not delivered, there are now 46 J/105s on the Bay. . . Long Beach race promoter Bruce Golison just bought a new Santana 20, and will undoubtedly be a force in that class soon. There are now 918 Tuna 20s loose in the world, including 40 with the new deck layout. The newest regatta on their active schedule is — surprise! — Golison's Boatscape.com/North Sails Race Week on June 23-25.

As the West Coast ULDB 70 scene fades into the past, the ubiquitous **SC 52s** have rushed in to fill the void. There

are currently eight of these pocket-sleds signed up for the Pacific Cup, and more coming out of the Soquel chicken coop every month. The latest 52 to splash is hull #22, Bob and Bonnie Fraik's *Impulse*. The Fraiks, who live in Tiburon, bought the boat at the Annapolis Boat Show last fall on 'impulse'. It's set up as a performance cruiser, and the Fraiks are looking forward to sailing off on the 'Big Adventure'. More immediately, *Impulse* will be on display at next month's Sail Expo.

Hull #23, another performance cruiser scheduled for a late April launch, belongs to Gilles and Marie Corcordel of Palo Alto. They've named the boat **Superlippotte**, and also look forward to leaving on the 'Big One' — complete with three kids! . . . **Aria**, hull #24, is being built for Sam and Theresa Kitely of Santa Clara. That boat should be done by August, hopefully in time for the Big Boat Series/Nationals, which are expected to draw 12 boats. . Hull #25, as yet unnamed, is a racer being built for **Steve Williams** of La Selva Beach. "Steve's boat will be done in October," said Santa Cruz Yachts spokesman

Kevin Reeds. "Essentially, we're sold out until next year!" Not surprising, all the new SC 52 owners are Silicon Valley success stories. We're pleased to see them sharing their new-found wealth with the marine industry!

Road warriors: Tiburon dentist/rockstar Craig Healy and crew Keith Stahnke and Jeff Wayne won the Etchells Midwinters at San Diego YC on March 11-12, squeaking past runner-up Jud Smith from Marblehead by one point. The moderately windy regatta enjoyed a huge turnout - 54 boats, including 12 from the Bay Area — as this was a preview of August's upcoming Etchells Worlds. Rounding out the top ten were: Brian Camet, Vince Brun, Dennis Conner, Frank Verazano, Bruce Nelson, Tim Lynch, Craig Fletcher and the Bay Area team of Tim Parsons/Bill Barton. Other San Francisco sailors who fared well included Jim Gregory (22nd), Doug Morss/ Henry Fischer (24), John Jansheski (27) and Bill Dana (35).

The pace of local Etchells sailing has







Heroes of the month — Quantum sailmaker Will Paxton won the Doublehanded Farallones on his 'Motorcycle'.

picked up lately, with a bunch of sailors upgrading in anticipation for the Worlds. Sporting new boats this summer are the Doug Morss/Henry Fisher team, Jeff 'Captain Nemo' Nehms, and Don Jesberg, who bought a boat in partnership with



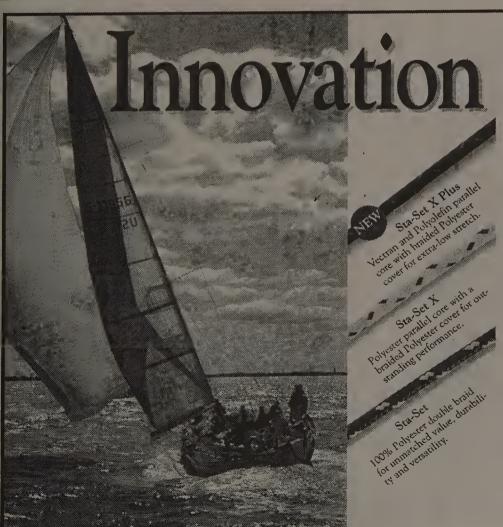
Bill Melbostad piloted his family's 'Navigator' to overall victory in the GGYC Midwinters, earning the so-called Seaweed Soup Trophy.

Dave Ullman. Star and Laser sailor Peter Vessella has also purchased a new Etchells. "We're hoping to get 40-45 local Etchells registered and sailing," said San Francisco fleet captain **Jeff Hager**. "That way we can send 11 or 12 guys (25%) to

the Worlds."

Random race results: Dale Irving sailed his Olson 30 Run Wild to victory in the BYC/MYCO Champion of Champions on February 27. He beat nine other boats in a windy 8.8-mile lap around the Berkeley Circle to determine who was the 'best of the best' among the winners of that midwinter series. Taking the silver was Brent Draney's B-25 Zilla; the bronze went to John Clauser's Farr One Ton Bodacious. . . John Jacobs' Trey Shey won the Catalina 30 class's annual Kurt Zane Memorial Regatta, a lightly-attended, three-race, non-spinnaker affair. This was the fourth time Jacobs has won overall. Meanwhile, Dave Davis sailed Wind Dragon to victory in the Catalina 34 class... Island YC's 24th Sadie Hawkins Race attracted 12 boats for two light-air laps around the Oakland Estuary. Joanne McFee took Division A in the Black Soo Mirage, while Lisa Le Faive led Division B with the Capri 25 Quickie.

Northern exposure: Most Bay Area sailors head south looking for more competition. However, if you're headed north, you should know about the 25th **Astoria-Victoria Race** on May 11. This 193-mile



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THE RACING

scenic tour of the Washington coast is the feeder race to the Memorial Day Weekend Swiftsure Race (and maybe some summer cruising in the islands north of Seattle). For a race packet, call Tim Morris at (503) 284-6903. . . Next up is the second annual Van Isle 360, a 10-stop circumnavigation of Vancouver Island on June 3-18. Bulova Watch will be sponsoring this race/rally, with a time piece being presented to each leg winner. Check out www.vanisle360.nisa.com for more info. . . And while we're on the subject, don't forget about Whidbey Island Race Week, the Big Boat Series of the North, in mid-July.

A-Cup aftermath: Bertrand Pacé, skipper of the America's Cup challenger Le Defi Français, won the Steinlager/Line 7 Cup in Auckland at the end of March. Pacé went 3-0 in the finals against 22-year old Team New Zealand member Cameron Appleton. In the sail-off for third place, TNZ's rising talent Dean Barker beat AmericaOne's Gavin Brady. An 'old' guy, Kiwi rockstar Chris Dickson, was fifth in the ten-boat field. This was the first of eight regattas on the new Swed-

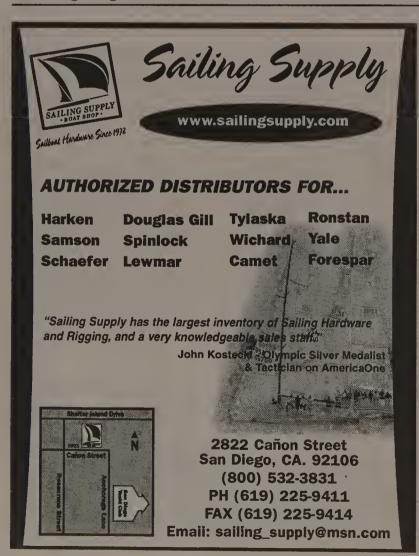


ish Match Tour, which has attracted the major America's Cup teams as a way to stay sharp in the off-season. The series continues with the Sun Microsystems Australia Cup in Perth, currently underway

First notice: With the 'other' PV Race

Sydney-Hobart? No, it's Philippe Kahn's Open 50 'Polarls' sailing doublehanded (and triplereefed) in the windy Año Nuevo Race.

just completed, Del Rey YC wasted no time getting out the race announcement for their 16th Biennial International Marina del Rey to Puerto Vallarta Race. The stag-



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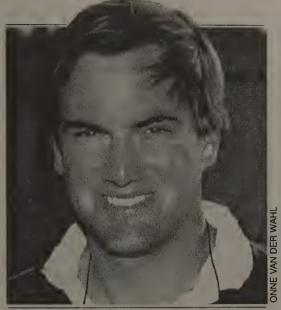
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SHEET

gered starting dates for their "PV-2001: A Race Odyssey" are February 14-17, 2001. The first request for entry has come from Dennis Conner on his new J/120 Stars & Stripes. The record for this well-run 1,125-mile race is overdue to be broken — will 2001 be the year that a turbo finally obliterates the MacGregor 65 Joss's 1985 milestone of 4 days, 23 hours? If you're at Sail Expo, look for representatives of Del Rey YC giving out PV-2001 race invitations and posters, and otherwise promoting their event.

K-Cup countdown: The 12th biennial Hawaiian International Offshore Series, aka the **Kenwood Cup**, is beginning to come into focus. While interest in the early August regatta from the American mainland still appears light, the Australians will certainly be back in force. Their three-boat team will consist of **Yendys**, the Farr 49 which won the '99 Sydney-Hobart (hint: spell the boat name backwards), and two tricked-out Beneteau First 40.7s 'beach balls' called *Smile* and *Fruit Machine*. Also coming up from Down Under



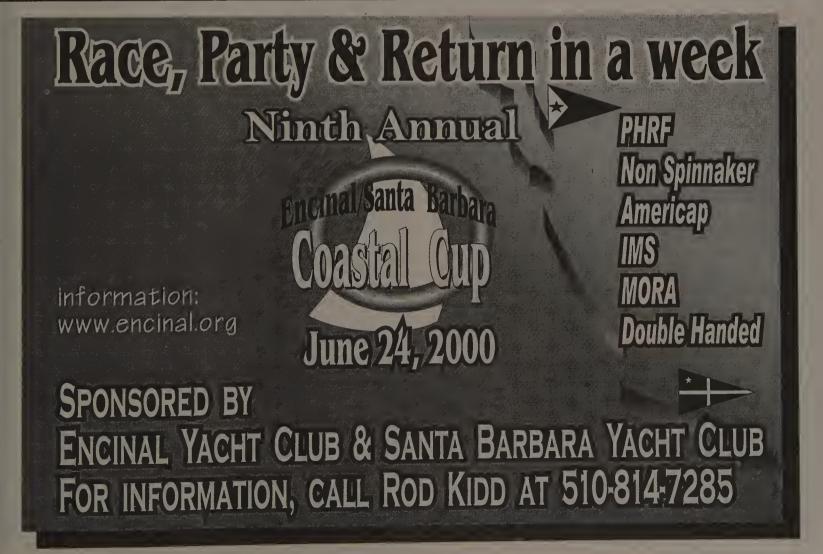
John Lovell of New Orleans and crew Charlie Ogletree just won the US Tornado Nationals. The duo is also favored to win the US Olympic Trials, currently underway in Santa Cruz.

will be the new Sydney 62 Bumblebee 5, the basically-new Farr 52 **Scream** (bought after Key West), Syd Fischer's venerable Farr 50 Ragamuffin, the Farr 47 Ausmaid, Rob Kothe's Sydney 40 **Sword of Orion**, and a trio of Farr 40s (Leroy Brown, Young Australia, Terra Nova). "The Aussies should be impressive

this summer," claimed RHORC official Ken Morrison.

Standing room only: Seven more boats have been admitted to this summer's **West Marine Pacific Cup**, with nine more still on the waiting list. The newly-accepted entries are *Merlin* (Lee 66, Don Campion), *Vitesse* (SC 52, Bill Siegel), *Black Knight* (Farr 39, Phil Friedman), *Kiwi Sanctuary* (Hobie 33, Grant Dawson), *Sumatra* (Trintella 53, Jerome Morgan), *Nausikaa* (Le Compte 33, Geerling Goosen) and *Chum Gun 2000* (Moore 24, 'Chumley, Inc.'). The up-to-date Pac Cup entry list and all kinds of other info can be found at *www.pacificcup.org*.

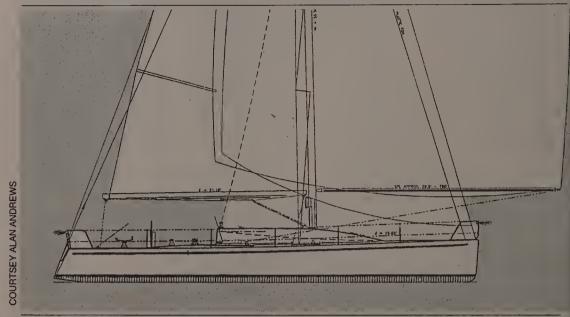
Round the world stuff: Bob Gay has pulled the plug on this fall's Vendée Globe attempt with his Open 50 *Convergence*, apparently concluding that neither he nor the boat would be ready in time. Seems to us Gay made a wise decision — when it comes to racing singlehanded non-stop around the world, discretion is always the better part of valor. . . Mark Rudiger has signed on Dee Smith for his **TeamRudiger** Volvo 2001 effort. Dee's title is Chief Technical Officer and Co-Skipper, and he will



THE RACING SHEET

be in charge of the design and boat-building process. Thirty boats are now entered in the next Volvo Race, but realistically only about 15 teams will make the September 2001 start. Check out www.VolvoOceanRace.org for all the gossip. . . Team Phillips, Pete Goss's revolutionary 120-foot cat, was launched in England last month amidst much hoopla - including being christened by Her Majesty Queen Elizabeth! The Adrian Thompson-designed 'wave piercing' machine will set off on a Jules Verne attempt in late April, and ultimately sail in The Race at the end of the year. Time will tell if this approach is the right one, or a little too radical.

Grand prix round-up: Brazilian superstar Robert Scheidt took an unprecedented fourth Laser Worlds in Cancun last month, making him a logical pick to win the gold at the upcoming Sydney Olympics. Top U.S. sailors at the regatta were Mark Mendelbatt (9th), John Torgerson (12) and Bill Hardesty (17). Speaking of Lasers, the following Bay Area sailors have qualified for April's U.S. Olympic Trials: Charles Meade, Matt



The shape of speed — the hot new Andrews 45 'Locomotion'. This will certainly be one of the top contenders for overall Pac Cup honors.

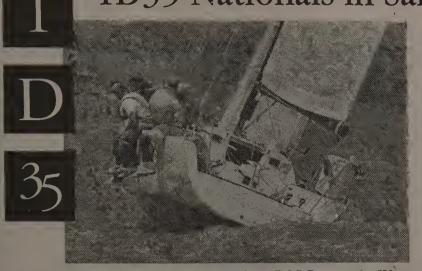
McQueen, Zach Conrad, Kimbal Hall, Steve Bourdow and Van Wilson. . . John Lovell and Charlie Ogletree won the **2000 Tornado U.S. Nationals** in Cabrillo Beach for the sixth time. Lars Guck and PJ Schaeffer were second. Look for these two

boats to be the top contenders in the Tornado Olympic Trials, which were just getting underway in Santa Cruz as we went to press. . . A record 96 Stars were on hand for the 74th annual **Bacardi Cup** in Miami last month. Winning for the second year in a row (and fourth time) was Canadian Ross MacDonald, sailing a week-old boat with crew Kai Bjorn.





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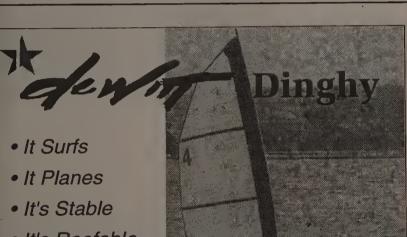








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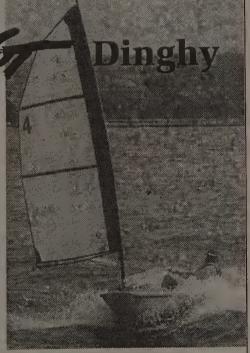
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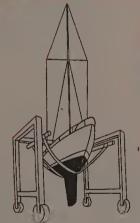


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With a special report this month on **Bay Area Bareboating**, a first-time passage-maker's report on a **South Pacific crossing aboard Alaska Eagle**, miscellaneous **Charter Notes**, and our **Charter Lovers' Survey**.

Leave the Maintenance to. . . Them: The Bay's Bareboat Charter Options

Our mother's favorite apron bore the revolutionary slogan: "To hell with housework, let's go to Vegas!" And our nautical equivalent to that line of thinking is: "To hell with boat maintenance, let's just go sailing."

Having spent countless weekends and precious vacation days groveling in boatyards, cursing in the bilge and squandering our children's inheritance in marine stores, we can tell you that doing boat maintenance is highly overrated — especially when you could be sailing on San Francisco Bay on a beautiful spring day.

One way to sail often and *never* do any boat chores is to tap into the Bay's vast fleet of rental boats. At last count, there were over 200 'bareboats' available in sizes ranging from 20 to 50 feet. The graphic below lists them by size and location, but we intentionally omitted prices for several reasons.

First, we don't want to send you into sticker shock without an explanation of pricing. And second, unless you are on a rock-bottom budget, we don't suggest that you ever rent a boat (anywhere in the world) simply because it's going cheap—what you want is good value, and trust us, there is a difference.

To the uninitiated, it might seem logi-

cal that a rent-a-boat would be priced something like a rent-a-car — around, say, \$50 bucks a day. Ah. . . no. It doesn't work that way.

The costs of a boat's mortgage, berthage, insurance and, yes, maintenance all have to be factored into rental pricing, which results in 'full-day rates that range from about \$115 for a 22-footer on a weekday to over \$500 for a 42-footer on a Saturday or Sunday. Consider, however, that four friends sharing the smaller boat would each pay \$28 bucks, and five couples sharing the big boat would pay about \$50 per person. Let's see you get 10 friends in a rental car!

Consider also, that the above-mentioned rates are for non-members. As an incentive to join one of the clubs listed below, member rates are generally about 40% less than published rates for 'walkins'. So, in the above examples, the figures drop to \$18 and \$30 respectively.

At the risk of putting you to sleep with too much analysis, we'll ask you to bear with us a bit longer in this vein. As we've pointed out before in these pages, the cost to maintain, insure and berth a 25-27 foot boat in the Bay Area would easily be \$5,000 to \$6,000 a year — without any major upgrades or overhauls. For that kind of money you could join a sailing club and rent a well-maintained boat of the

same size for one full day every weekend

same size for one full day every weekend of the year — and leave the maintenance to *them.*

If you already own your own boat and these numeric revelations are making you nauseous, we apologize. In fact, we em-

As the following list demonstrates, there are a wide variety of sail-it-yourself bareboats available for rent on the Bay.

We've attempted to make the following list of companies (listed alphabetically) and their fleets as up-to-date and comprehensive as possible. We regret any errors or omissions.

Atlantis Yacht Chtrs Sausalite (415) 332-0800

• 30' & UNDER • Ericson 30 • 31' - 35' • Mariner 32 • 36' - 40' • Catalina 38 Beneteau 38 • OVER 40' • C&G 40 Nordic 44

Cass' Marina Sausalito (415) 332-6789 www.cassmarina.com

• 30' & UNDER •

Santana 22 (2)
Tempest 24
J/24 (2)
G&C 25
Bristol Daysailer 27 (4)
Bristol Cruiser 27
C&C 29
Lancer 30

• 31' - 35' • Kettenberg 32 Cal 34 Ericson 35

Club Nautique

Sausalito (800) 559-CLUB Alameda (800) 343-SAIL Coyote Pt. (888) 693-SAIL www.sailors.com/clubnautique SA = Sausalito; AL = Alameda CP = Coyote Point

• 30' & UNDER •	
J/24	CP.
S2 24	AL
Santana 525 (5) AL, SA,	CP
Ericson 28	AL
Hunter 290	AL.
Hunter 29.5 (9) AL, SA,	CP
Hunter 30	SA
Mainship Twir 30	AL
• 31' - 35' •	
Hunter 310 (10) AL, SA,	CP
Hunter 320	AL.
Hunter 33.5	SA

SA, CP

Hunter 336 (2)

Mainship Twir 34

Hunter 366 (2) AL	
Hunter 37,5 (2) AL, SA	
Hunter 376 (3) AL. SA	
Hunter 380 AL	
Mainship Tsir 89 AL	
Jeanneau 40 AL	
Caliber 40LRC AL	8 8.94
• OVER 40' •	
Hunter 410 (3) AL. SA	
Hunter 460 AL	100

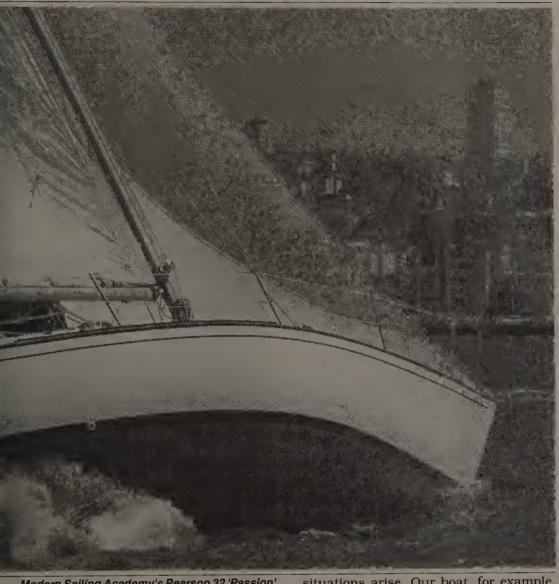
Modern Sailing	
Academy	
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• 31' - 35' • Tartan 30	
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Franson 32	

• 36' - 40' •

Cal 33 Freedom 35 Encson 35 C&C 35 Beneteau 35 • 36' - 40' • Catalina 36 Pearson 365 Beneteau 39 • OVER 40' • Beneteau 432 ocsc Berkeley (800) 223-2984 (members only) www.ocsc-sibay.com • 30' & UNDER • J/24 (14) Olson 25 (4) J/80 26 Sportboat (2) Ericson 30#

Newport 30

OF CHARTERING



Modern Sailing Academy's Pearson 32 'Passion' has a lot of miles under her keel, but she still gives bareboaters a great ride for their money.

pathize. We own a boat too, but that doesn't keep us from occasionally renting a particular bareboat when special

situations arise. Our boat, for example, is light, fast, and stripped out — great for Beer Can racing, but absolutely lousy for weekending at Angel Island, expeditions to the Delta and sunset sails with Grandma. One of the pluses of *not* own-

ing a boat is that you can pick precisely the right boat for the size and needs of your group.

There are other reasons for bareboating too. It should be obvious by perusing the lists below, that there are a great variety of hull types, brands and sizes in the local fleet, which makes bareboating here an ideal testing ground for potential boat buyers. Rather than making a purchase decision on a boat show display floor, or feeling pressured to buy from a particular broker just because you wasted his afternoon test-sailing his product, bareboating gives you the opportunity to check out different hull types and examine their gear at your own pace, with no pressure to make an impulsive decision.

Now that spring has sprung and the umbrellas have been stowed for the summer, it's time to make the most of the Bay's prime sailing season — May to October. So if you don't already own your own dream boat, or just want to try something different, the Bay Area bareboat fleet is just what the doctor ordered. See you out there.

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A Prelude to Cruising: Passage-Making Aboard Alaska Eagle

My wife and I own a nice boat that we're itching to go cruising on, but neither of us has offshore experience. A trip to Hawaii would be a good shakedown, but the thought of going out the Gate and turn-





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Hunter 29.5	40
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Catalina 30	
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Catalina 320	
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Beneteau 39	
C&C 40	
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Beneteau 432	
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Cal 24 (2)	
[6] O. A. Martin, N. M. M. C. S. W.	
Merit 25 (5)	

Catalina 27	Lancer 30
Ericson 30	Hunter 30
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N/A	• 31' - 35'
• 36' - 40' •	Dufour 31
Catalina 36	Cai.31 (2)
• OVER 40' •	Hunter Vision 32
Catalina 42	• 36' - 40'
Bon Holland 47	Hunter Vision 36
*******	Dufour 3800
	• OVER 40
Tradewinds Sig Ctr	G&G 40
Richmond (510) 232-7999	• FOLSOM LA
www.sfsailing.com/tradewinds/	Santana 20
BC = Brickyard Cove	Newport 24
- MB = Marina Bay	Catalina 25

• 30' & UNDER •	Note: Not list
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Capri 22 (3) BC	munity sailing pri
Hunter 23 (4) BC	which offer the u
Catalina 27 (2) BC MB	sailing dinghies
Ericson 27 MB	sailers in conjun
Newport 28 BC	
Hunter 28.5 MB	their instructiona
Maurort 30 BC	arams.

ing left for the islands was just a bit too daunting. So we were faced with the question of how l, as our future skipper, could get some passage-making experience.

My wife found the Orange Coast College website (www.occsailing.com), and encouraged me to sign up for a leg aboard their flagship, Alaska Eagle. I was lucky enough to get a paying crew position on Leg 7 of their '99 schedule, from Noumea, New Caledonia to Sydney, Australia. Nine other paying crew would be aboard, while longtime blue-water sailors Rich and Sheri Crowe were to be our skippers assisted by Vito the cook.

I had only six weeks to prepare myself and to teach my wife how to run my business while I was away, but it was easy to get motivated about this project!

My 93-year-old father, Frank, had passed through Noumea during WWII, and he was thrilled that I had a chance to go there. Since he's been a sailor since the mid-'20s and had visited Tahiti in the 30s, he understood why I was so excited.

In late October, I flew from SFO across the International Dateline to Noumea.' a tropical, French-speaking island. After two days there, I'd seen many sights, including the Aquarium and the harbor area, and was eager to board Alaska Eagle. After meeting the rest of the crew and having an orientation briefing from Rich and Sheri, we all went out for a meal and began friendships that grew solid as the weeks passed.

squeezed orange juice, as well as fruits. vegies, and pastries. A fresh fish market was also nearby. For nature lovers, springtime is a wonderful season in Southern Hemisphere. It was a joy to see so many flowers in bloom and a wide variety of colorful, exotic birds building

Alaska Eagle is a 65-foot cutter. She was originally rigged as a cutter ketch, then named Flyer, which won the 1977 Whitbread Round the World Race. A Sparkman & Stevens design, this aluminum yacht was one of the last luxurious racers, having a full wood interior, huge tankage and a dedicated galley with a huge freezer/refrigerator and a gamboled, three-burner stove.

Before the '81 Whitbread, she had her mizzenmast removed and her mainsail boom lengthened. She finished 9th that time, though, making it clear to her owners that she was no longer competitive against a new breed of racing machines. So, in '82 she was donated to Orange Coast College to become the flagship of the school's sailing program.

Our adventure started with a two-day sail to the Isle of Pines (Ill des Pin), roughly 70 miles away, yet still within the region's huge reef system. The second day out of Noumea, we were beam-reaching in 24 knots of wind, making up to 9 knots under the #1 jib, staysail and full main. I was on the bow watching dolphins play in our bow wave, when suddenly the Eagle

> headed up and lost all speed. The dolphins looked at each other, then took off for some other boat to play with. Our shipmates astern had hooked a yellowfin tuna, which naturally necessitated putting on the brakes. We were soon snacking on the freshest sashimi I'd ever had.

> The Isle of Pines, which was appropriately named for

its tall forests, was first discovered by Captain Cook, who used its timber to build a ship. We had more than two days to discover the charms of this island and to dinghy out to some smaller islands for snorkeling and exploring. While there, we met some very friendly locals as well as some American cruisers — including



to Noumea to restock provisions and to clear customs before heading for the Australian coast. All that went rather smoothly, and soon set sail for Lord Howe Island, some 700 miles to the SSW.

l should interject here, that the Farallones and Catalina are the farthest offshore points I'd previously been to, and my nighttime sailing experience was limited to only a portion of one night. So for me, this trip was a unique experience. And although I wasn't afraid of what lay ahead, I knew that extended offshore sailing would take some getting used to.

What I found over the next eight days was: lots of time to reflect on life and experiences; many sea birds, seen every hour of every day; all types of weather; and no concern about whatever was happening back home.

We had no outside news. Through the InmarSat system, we sent daily log reports for the benefit of family and OCC's vast sailing fraternity. We also received weather and safety reports.

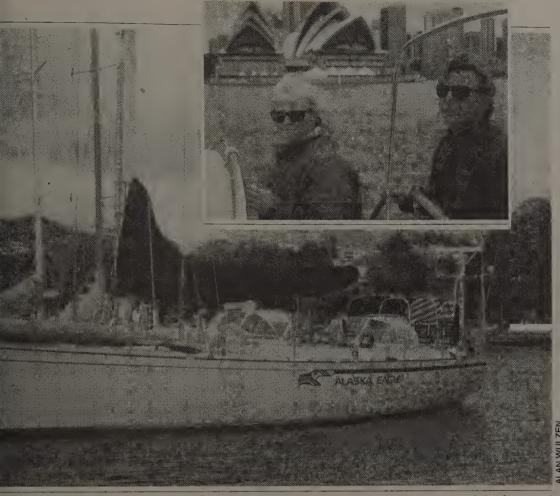
Due to changing wind conditions, we sailed an extra 200 miles, which put our arrival at Lord Howe Island later than we hoped for - too late in the day to make landfall. We had a schedule to keep, and we realized that after losing more time waiting for daylight and clearing customs,



The happy crew poses after their arrival in Sydney Harbor, having forged new friendships en route. The author is on the left, down in front.

The next morning, at 0445 the stalls of the open-air market, that lies right next to Port Moselle, were filling up with all sorts of food fare. There was a beverage bar that served rich coffee and fresh-

OF CHARTERING



Inset and spread: Rich and Sheri Crowe are legends in the offshore sailing biz, as is 'Alaska Eagle' — a warhorse that's still going strong.

we wouldn't have had any time left for exploration. So we just sailed by in the middle of the night.

At the beginning of our adventure, we had drawn our berths - with 10 markers in a hat, I got the navigation station bunk, which proved to be one of the noisier spot on the boat. Besides electronic warnings and mutterings, there were hourly log entries and visitors I could talk with, if I wasn't eager to sleep. One night, at 0100, one of the watches came in with the news "The winds are up to 30 knots. They've still got two headsails up and a full main and we're doing 10 knots! "It's raining," they continued, "so we won't reef the main until the watch change at 0200." Being off watch and in my bunk never felt better.

Early on the morning of the eight-day at sea, we began a food orgy, in preparation for the check-in procedure to Australia and the confiscation of food banned in their country. We had eggs, bacon, fruit, and milk — just about anything we wanted. When immigration came aboard, they hauled off some 50 lbs of food and all our garbage too — thank you very much!

Although we entered Sydney harbor in drizzle, after checking in, the sun came

out. It was time for a tour of the bay and champagne cheers in front of the famed Sydney Opera House. After the festivities, we made our way to the Cruising Yacht Club of Australia, where a slip, showers and lunch were waiting for us. I expected to meet fellow cruisers as in Noumea, but instead I found the yacht club that sponsors the Sydney-Hobart race! The docks were lined with narrow, carbon-masted racing machines. I only saw three boats I'd feel comfortable taking to sea, and one of them was Alaska Eagle.

Arriving a few days early was great. It gave us ample time to explore this brilliant city, which was getting ready for the Olympics next August. My only problems were sore feet (from not wearing shoes for so long) and almost getting hit by cars several times, since I wasn't used to them coming from the 'wrong' direction.

Reflecting back, I think the greatest questions facing prospective crew for this kind of adventure are: Will the crew get along or will there be personality conflicts? Will I get sea sick and not have fun? Will it be stormy and scary out there?

What I experienced was that everyone did get along — the skippers said they could only remember two people in 15 years who were really a drag to be with. I had semi-unpleasant sea sickness for five days, but it wasn't as bad as I anticipated and fasting was almost enjoyable. It was reassuring to know Alaska Eagle is big and solid enough to take whatever came

our way.

It also put us at ease to know that Rich and Sheri Crowe each have nearly 250,000 ocean miles behind them and have taught heavy weather sailing in the Antarctic Ocean aboard their former boat *Polar Mist.* We knew we were led be very capable skippers.

The most unexpected event while sailing was a rouge wave that boarded right over the helmsman, and gallons of green water sloshed down the companion way on it's way to the bilge!

All in all, I consider my adventure to be very special and I would recommend this organization to anyone wanting sailing experience, especially on the high seas. I can now imagine crossing the seas with my family. We all took a leap of faith and came away with sharpened skills. It was also truly special that ten strangers could inhabit the relatively small space aboard *Alaska Eagle* and get along so well, ending the trip as good friends.

Looking back, I remember how unique it was to see Christmas decorations in Sydney while wearing shorts and a T-shirt. And when I returned home to the winter weather of the Bay Area, I had more resolve than ever to get our boat and ourselves ready for the exodus south next September — to get on with the cruising lifestyle!

— alan e. wulzen silhouette san anselmo/richmond



Blasting downwind in a solid ocean boat like 'Alaska Eagle' is a thrill for novices and old hands alike.

Charter Notes

While we're on the subject of **Alaska Eagle** let us give you an update on her schedule. This month she leaves **New Zealand** bound for **French Polynesia**

WORLD



Email: tmmct@ix.netcom.com • www.sailtmm.com

where she'll cruise until late May. Next comes the ambitious crossing to **Hawaii** (May 28 - June 16). An all-woman crew will bring her to the **Pacific Northwest** (July 4-22), and in mid-August she'll blast down the coast to her home port, **Newport Beach**. Call (949) 645-9412 to reserve a spot or see www.occsailing.com.

So is the bow sprit on 'Rendezvous' considered the 'cheap seats' or do you have to pay extra to ride there? Just kidding. Any seat's a good one on opening day — April 30 this year.

In contrast to this month's overview of Bay Area bareboating, we'll check in with the area's **crewed charter fleet** next month. With summer approaching, the time is right to reserve your vessel of choice for that floating office party, nautical wedding or Fourth of July bash.

On that note, we should remind you that the tall ships **Hawaiian Chieftain** and **Lady Washington** are at it again — staging mock sea battles, that is, every weekend this month. Hmm. Dare we say it's a . . . blast for the whole family. In fact, few things will make a devious child feel more fulfilled that an afternoon of canon fire amongst burly sailors dressed up like pirates — really!

Finally, we'd like to remind you about a new charter event you've probably been seeing ads for: the HIHO Caribbean Passage. As we mentioned several months ago, this one-week island-hopping rally aboard 47-ft charter cats will take participants from Antigua to the BVI via Nevis, St. Barts and St. Maarten. Combining interisland fun-racing, exploring ashore and nightly parties, it's an itinerary too good to pass up - which is precisely why Latitude 38 will be covering it. And to make it particularly attractive, American Airlines is a major sponsor, offering half-priced air fare. Spaces are limited, so don't delay. Check the website at www.hiho-bvi.com or call (284) 494-0337 for more info.



OF CHARTERING

Talk to Us - Please!

We don't ask many favors from our readers, but this month we need a little help from our friends - namely, you.

We know many Latitude readers take charter trips often, both in U.S. waters and abroad. But your answers to the questions that follow will help us to write about topics that interest you most.

So **p-Î-e-a-s-e** take a few minutes to fill out this form and mail it back to us. Hey, this is interactive journalism. Mail to:

World of Chartering, Latitude 38 15 Locust Ave. Mill Valley, CA 94941

Please Note: In April, we'll put the names of all respondents in a hat and choose 10 winners. The first five will win a daysail (for two) aboard Latitude's 63-ft catamaran Profligate. Five runners-up will win official Latitude 38 T-shirts.

• Un average, i charter in the bay Area tayerau	age, I charter in the Bay Area (avera	ae
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	> once a month	□ bareboat	crewed yacht
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	☐ Bahamas	☐ brbt	Crwd yh	
	☐ Pacific NW	☐ brbt	crwd yf	
	Greece/Turkey	☐ brbt	a crwd yf	
	Other Europe	☐ brbt	crwd yh	
	Tahiti	☐ brbt	crwd yf	
	☐ Tonga	D brbt	crwd yh	
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- □ brbt □ crwd yht Seychelles
 Other Other

- I picked my charter destinations because of:
 advertising

 - ☐ editorial mention in Latitude 38 or other media
 - □ boat shows or travel expositions
 - ☐ tourism office information ☐ recommendation from friends

 - advice of yacht charter broker or operator

- I've booked my charter vacations:

 I through a yacht charter broker
 - through a travel agent
 - (bareboat) direct with bareboat company
 - (crewed yacht) direct with boat owner

I have picked companies to work with because of:

- advertising
- editorial mention in Latitude 38 or other media
- ☐ boat shows or travel expositions
- ☐ tourism office information
- recommendation from friends
- advice of yacht charter broker or operator

On a separate sheet of paper, tell us ...

- What destinations would you like to read about in future issues of Latitude 38?
- What's the best thing(s) about bareboat or crewed vacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?



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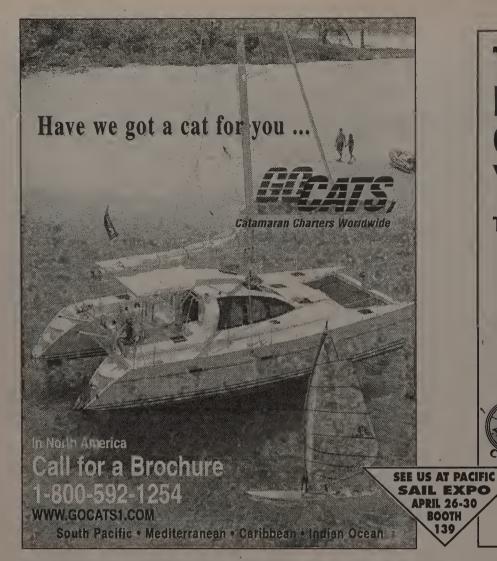
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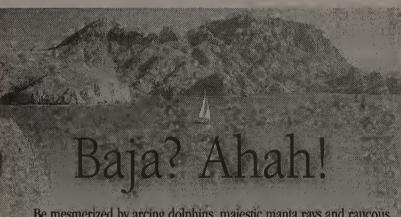
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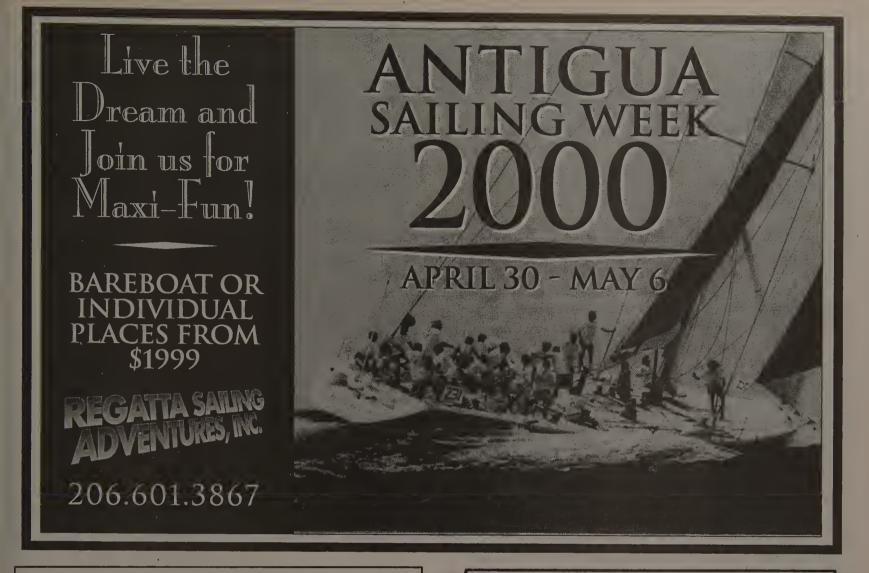
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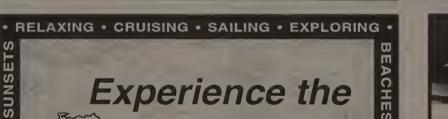


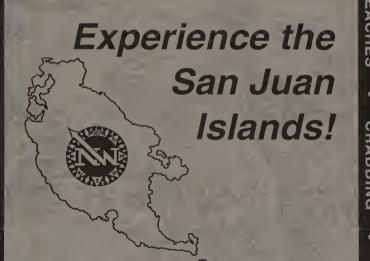
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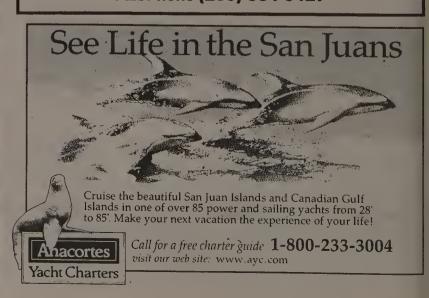
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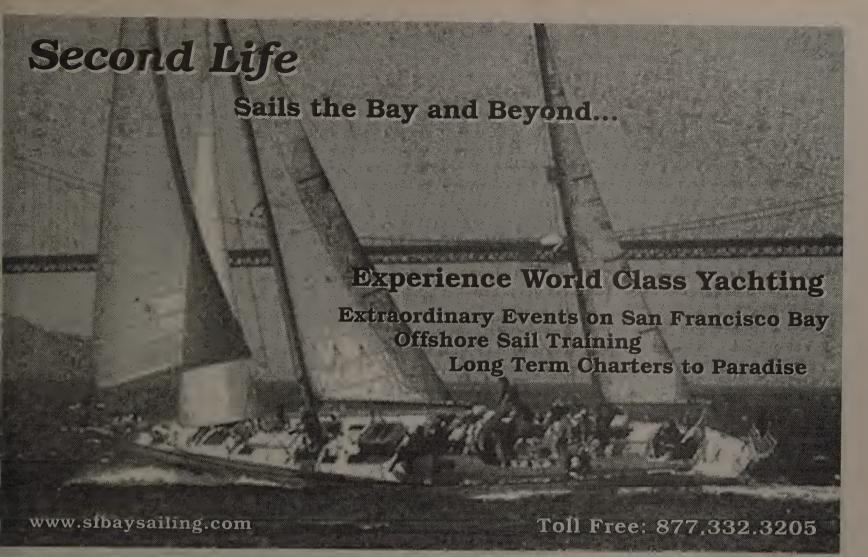
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With reports this month from **Blue Point** on what makes a good crew; from **Maude I. Jones** on cruising from New Zealand to Australia via the Southwest Pacific; **Rhapsodie** on the unheralded delights of Samoa; **Sarah Elizabeth** on the unheralded delights of summer in the Sea of Cortez; **Full Swing** on it being a small, small cruising world after all; **Dacia Marie** on truckin' across country to warm water; **Avaiki** on Rick's Place, the new cruiser hangout in **Z**-town; **Zephyr** on accidentally dragging anchor off Rangiroa; **Halcyon** on transiting the Canal near the end of a circumnavigation; **Maluhia** on bad medicine in **Ki**ribati; **Adia** on hauling in La Paz; and **Cruise Notes**.

Blue Point — Nordic 46 Patrick Price Sailing With Zeke (Orange Park, Florida)

Well, I missed the Baja Ha-Ha once again. I had a good excuse, however, as l was doing the West Marine Caribbean 1500 Rally from Hampton, Virginia, to the British Virgins. Although most of the fleet arrived in the British Virgins in mid-November as scheduled — in time to rendezvous with hurricane Lenny - my crew and I detoured to Bermuda and therefore missed out on all the excitement. It's good that Bermuda is as good a place as any to wait out a storm, as we ended up having to sit out two gales. As a result, we didn't arrive in Virgin Gorda until December 8 — long after the 1500 festivities were over and Lenny had blown himself out.

My cruise — which started from San Francisco in November of '98 — has seen Blue Point visit Mexico, Central America, Panama, the Grand Cayman Islands, around the west end of Cuba to Key West — at which point my young crew left to return to their 30-footer in Puerto Vallarta. So I singlehanded from Key West to Fort Lauderdale. Later, 1 did the IntraCoastal Waterway north to Norfolk — a trip I couldn't recommend to anyone Pat thinks that dogs such as Zeke are less troublesome crew than women on long passages. We think he's nuts.

BLUE POINT

with a boat that draws more than seven

When I reached Annapolis, I welcomed Zeke, a friend's dog, aboard as crew. Since I'd babysat for her when she was a pup back in Monterey, we were already good friends. She spent the next 2.5 months with me as we sailed up the Chesapeake, the Delaware River, to Atlantic City, to Sandy Hook, and finally up the East River beside Manhattan. Zeke was a whole lot of good company: completely loyal and she didn't talk back. We made it all the way to Portsmouth, New Hampshire, but it became obvious that if I was going to get the boat hauled and depart with the 1500 fleet, there wasn't going to be enough time to see Maine. So I saved that one for another trip up the East Coast before 1 return to the West Coast.

The sailing down here in the Caribbean — I'm currrently at Redhook in St. Thomas — is the best I've ever had. The wind blows 20 to 25 knots all day, every day, so I have yet to use even half the diesel that I took on in Virginia. The other good sails I've had since leaving San Francisco? From Panama's San Blas Islands to Grand Cayman, with four days of nothing but close reaching. Also from Virginia to Bermuda, and from Bermuda to the British Virgins, where it was a close reach at a constant eight knots. Come summer, I'll lay the boat up in Trinidad for hurricane season.

My advice to long distance cruisers is to get a dog. They're a lot less trouble than women.

-- pat 2/15/00

Pat — Until you find a woman capable of appreciating you, it's probably best that you's tick with canine crew.

Maude I. Jones — Custom 47 Rob & Mary Miller Messenger New Zealand to Australia (Houston, Texas)

Ours was one of the 33 boats in the first Ha-Ha, and we're still out cruising. In fact, we're going to tell you about our most recent adventure — a roundabout trip from New Zealand to Australia.

ln April of '99, we departed Picton, New Zealand — which is on the top of the



South Island and had been our base for 30 months — and sailed up the east coast of the North Island. After spending three weeks at Tutukaka Marina provisioning and finishing maintenance projects, we were all set for the 850-mile passage to New Caledonia. We left on May 4 with a crystal clear blue sky and a 15-knot wind out of the southwest.

Our six-day passage to New Caledonia featured a mixed bag of conditions. The mostly moderate winds of 15 to 30 knots isn't what we remember the most, but rather the huge and rolly seas. Veteran sailors in this part of the world say the confused seas are common when traveling where the Tasman Sea meets the Pacific Ocean. Our initial landfall was at a calm and protected bay at the Isle of Pines, which is about 40 miles from New Caledonia's main island of Grand Terre. Soon we continued on to a marina in Noumea — the capital of New Caledonia - where we spent three weeks waiting for boat parts and sorting out a few boat

As New Caledonia is a French territory, we filled up on fresh *baguettes* and various other Gallic treats. Noumea is a vi-



Spread; The most popular — and about the only kind of — transportation in Papua New Guinea. Left; A young girl gets ready for a ceremonial dance in Laughlin Atoll. Right; Rob and Mary in the tropics.

brant city of 70,000 that is full of shops, and there is an open air market within walking distance of the marina. The city started out as a penal colony in the 1860s, and Robert Louis Stevenson wrote that it was "built from Vermouth cases". During World War II, it became a strategic military base, with Admiral 'Bull' Halsey in charge. Noumea is the only city in the South Pacific with a white majority. The native 'Kanaks' are Melanesian, and seem to tolerate the French — although there is a movement toward autonomy.

A highlight of our stay was a return trip to the Isle of Pines. Our marina neighbors and their friends had prepaid for a three-day weekend in a lovely hotel, but the friends had to cancel. So we got the trip having to only pay for meals! The Isle of Pines was discovered by Captain Cook in 1774, and 100 years later became a penal colony for nearly 4,000 prisoners from the Paris Commune. The 10 mile by 10 mile island has magical beaches with pure white sand. But as the island is right near the Tropic of Capricorn, the water was on the cool side for our liking, so we

mostly waded. We also saw ruins from the island's days as a penal colony — but they are disappearing. In a pleasant twist, the ruins aren't being lost to overdevelopment, but rather being taken back by the rainforest.,

Our next sailing destination was the Vanuatu island group — formerly known as the New Hebrides — which are 200 miles northeast of Noumea. Our 36-hour trip would have been a sailors' delight — had Mary not poisoned us both with some curry that had gone off. As a result, both of us were sick and weak during the passage.

We made landfall at Tanna Island, one of the most southerly of the 83 islands in the archipelago. Port Resolution, where we dropped the hook, was also discovered by Cook, who named it after his ship. Normally officialdom makes it very difficult to visit Tanna Island. The problem is the official port of entry is Port Vila, 150 miles downwind to the north. In other words, you have to sail all the way up there to check in, then 150 miles upwind back to Tanna Island to legally check in. Fortunately, we had made advance arrangements to check in with the officials

who were coming down to meet a regatta fleet arriving from New Zealand. In any event, we had the anchorage in the picturesque bay at Port Resolution all by ourselves for three days before the 13 yachts in the regatta started arriving. Once all the boats had arrived, the officials flew down from Vila and cleared us through Customs, Immigration, and Quarantine.

What's the big deal about stopping at Tanna Island? It's the home of Mt. Yasur, the worlds most accessible active volcano. In fact, visitors are allowed to take a walking tour to the crater's edge that allows them an up close view of Mother Nature blowing her stack! We arrived at the top just as the sun was setting, so we had a chance to see the action with some daylight — and then after dark when the gas and red hot lava spewed from three separate vents. It was much more dramatic after dark.

We can't imagine anywhere else in the world where such tours would be allowed, as there were obvious safety hazards. For example, we watched as molten rock the size of Volkswagens flew 150 feet over our heads! And where we stood on the lip of the crater, there was plenty of smoldering lava from previous eruptions. The experience of observing an erupting volcano from so close — which allowed us to feel the earth shake and roar — is something we'll never forget! We're told that the tours were canceled shortly after we left because they'd become too dangerous. The volcano even looks great from out at sea.

¹ The remainder of our cruise through Vanuatu was anti-climatic by comparison. When we finally reached Port Vila, we were

A pikinini — the correct term in the Solomon Islands — gets a lesson in the operation of an outboard-powered dinghy from Rob.



1

delayed by having to wait for more parts to arrive from Australia. We also had to haul out our boat to repair the rudder. Rob's mother and sister visited us while we were in Vila, and thanks to a week of beautiful weather, we were able to take them on some daysails to some beautiful anchorages.

If you have to be stuck somewhere in the southwest Pacific, you could do worse than Port Vila. Although it only has a population of 20,000, it's a lively maritime and tourist center with several nice supermarkets, shops and restaurants. For nearly 80 years, Vanuatu was governed by a strange 'condominium government' of the French and the British. But the country is now celebrating their 19th year of independence. The ni-Vanuatu population — meaning the locals — is a friendly, relaxed lot, and many are fluent in English, French, Bislama (pidgin English), and several dialects of their indigenous language. The economy isn't very good, however, so most people have to rely on subsistence farming and/or fishing.

Once you leave Port Vila, the primary form of transportation is the outrigger canoe. The residents of the outer islands retain many of their old customs — although the missionaries did a pretty good job of eliminating some. We ate very well during our two-month visit, as we were able to trade fish hooks, line, and T-shirts for fresh vegetables the locals grew in their gardens. Fortunately, Rob had many T-shirts that had passed their 'use by' date! D cell batteries were another valuable trading commodity, bringing lobster our way!

As we sailed north, we anchored at several more islands of the Vanuatu Group before reaching the southeastern end of the Solomon Islands — which is made up of 900 islands. By now it was the end of August and we were less than 500 miles from the equator, so we really began to notice the heat. We had planned to visit Honiara, the capital that's located on historic Guadalcanal, but then we got reports of ethnic tension. We gave the island a wide berth.

We got a bit of a shock when we met our first Solomon Island locals, as the betel nut — which gives a euphoric effect — is the drug of choice for many. After years of chewing betel nut, the local's black faces are dramatically highlighted by bright red lips — which gives them a clown-like appearance. The long term chewing of the betel nut and the sucking on limes promotes severe tooth decay, so their friendly smiles were actually pretty scary looking! The Fijians drink kava, a



liquid that looks and tastes like dishwater, and provides a mildly-relaxing sensation. But at least kava doesn't ruin a beautiful smile!

The most unique stop we made in the Solomons was at the Indispensable Reefs on the southern fringe. You anchor in the middle of a coral reef that nearly submerges at high tide, so it's not a run-of-the-mill anchorage. It also means you can find complete isolation. The diving was good — but would have been even better with nicer weather. After three days, we continued on toward civilization — although we use that term very loosely.

Two days later we were anchored at Kauri Marau, a glorious lagoon in the Russell Group. This place was heaven, as the palm-covered atoll that provides protection from the wind and current is uninhabited. After anchoring in 14 feet of water, we snorkeled, read, and enjoyed nightly sundowners with the crews of two other yachts. This was one anchorage where we didn't have to worry about mosquitoes/malaria and crocodiles! Yes, those are the two worries a yachtie has while cruising in the Solomons. Last year a yachtie was killed by a croc, and several

The 47-foot custom Maude I. Jones — a vet of the first Ha-Ha — gets hauled out for rudder problems at Port Vila, Vanuatu.

friends have been victims of malaria — although it's now treatable. The crocs hide in the mangroves, so we always sought out local knowledge before taking a plunge!

More next month.

— rob & mary 3/1/00

Rhapsodie — Marquesas 53 Cat The Edwards Family Musket Cove, Fiji (Portola Valley)

All the guidebooks we had warned us to expect the worst from American Samoa. As one said, "Pago Pago is a scenically beautiful and well-protected harbor, which unfortunately has been virtually destroyed by the local fish cannery, which fills the water with effluent and the air with revolting odors. Until there is a marked improvement in yachting facilities, Pago Pago is best regarded as a convenient reprovisioning stop and nothing more."

What this and other guidebooks neglect to mention is that the rest of the island of Tutuila — as well as the other islands of American Samoa — are gorgeous



and unspoiled. They also forgot to mention that the American Samoans are among the nicest people you could ever hope to meet. We met a bunch of them and had a ball. For example, the Richard and Cecilia Ras family, who'd we met by chance at a school fair, took our children trick or treating for Halloween, invited us to their weekly family get-together for a terrific meal, and also to the church where the choir was made up entirely of family members. Later Cecilia drove us to the end of the road so we could enjoy watching humpback whales cavorting in the surf!

In our estimation the guidebooks—as usual—were wrong about much of French Polynesia as well as American Samoa, for in both places you'll find a wonderful society unspoiled by tourism—if you just take the time to look.

But even American Samoa couldn't compete with Western Samoa! Located just to the west of her namesake, Western Samoa is undoubtedly the world's most friendly country. For example, as soon as Sam said 'hello' to an employee of the famous Aggie Grey Hotel, we were all invited to his parents' home in the country for a traditional meal — meaning one that's cooked underground with hot

rocks. In another example, a wonderful young woman invited us to stay with her family on the island of Manono, which is just off the west side of the main island. Manono is about two kilometers in diameter and has four villages spread around its perimeter. It has no cars, no dogs, and a way of life that is traditional even for Western Samoa.

One night on Manono, all the kids including Rachael and Dana — got dolled up for an evening of singing and dancing, and we partied late. Another time we went to church wearing borrowed clothes - as we didn't have any of the required longsleeved shirts or long pants. American Samoa is strict. Friends from another boat even got nailed by what they call the 'prayer police', who go around and make sure everybody stops to pray at certain times of day. They also make sure nobody does any work on Sunday. Western Samoa is very, very different from the United States, so it made us all sit up and take notice. Ironically, it's also been our favorite country so far! We're planning to visit again next year.

Our next stop was the northernmost Tongan island of Niuafo'ou, which in several ways is considered one of the most remote islands in the world. It is equidistant from Nuku'alofa, Tonga; Savaii, Western Samoa; and Taveuni, Fiji. A supply ship visits about once a month. Last year two or three cruising boats stopped; the year before, not a single one stopped.

Niuafo'ou is an active volcano, so it has very rugged terrain and beautiful crater lakes in the interior. Since we couldn't find any place to anchor and it was too rough to take the dinghy in, Sam had to swim ashore. A local on the beach told him about a place to land the dinghy, so we moved Rhapsodie there. When we came ashore in the dinghy on a rough beach, the locals were waiting to pull the dinghy ashore before the next wave hit. We got a tour of the island on a cart attached to the back of a tractor — which had been decorated with flowers in honor of our visit! Everyone on the island waved as we passed, so it felt as though we were in a parade. We swam in warm crater lakes, and had the tractor meet us on the other side of one lake so we could swim across. It was great exercise.

Niuafo'ou is also called 'Tin Can Island' since it is too rough for supply boats to anchor. So the supply ships and passing cruise ships put the mail in tin cans, throw them in the water, and let the natives pick them up. The locals used to swim out to the cans, but then there was

a fatal shark attack on the 'mailman'. Now they hope for calm seas and use their dugout canoes to retrieve the cans.

We carry every issue of National Geographic in CD form aboard *Rhapsodie*, and managed to find a feature on Tin Can Island from the 1920s. We printed it out, pictures and all, using our little Hewlett-Packard DeskJet 340 — love it, love it—and gave it to our hosts. They got all excited by some of the pictures, and even claimed to be able to identify some of the people. The article explained how Niuafo'ou has been rocked fairly regularly by volcanic explosions, and that lava flows have wiped out several towns including the capital.

We left Niuafo'ou for Fiji late in the afternoon of the day we arrived, as we were not about to risk a night at anchor off that island! A few days later, we dropped the hook at Welangilala, the easternmost of the Fiji Islands, which is uninhabited and absolutely gorgeous. Caren and Sam had been to Welangilala 10 years earlier during a charter vacation in Fiji, and were delighted to return to what all of us consider to be one of the most beautiful atolls we've ever seen. It's just palm trees, glaring white coral beaches, a ridiculously deep blue lagoon - the works! Furthermore, the trees were full of nesting seabirds, and there were plenty of shells to amuse the kids.

A short distance away is Duff Reef, which is merely a mound of sand about 200 yards in diameter that rises no more than 10 feet above sea level. It has one palm tree in the center. The sands of Duff Reef looked as though a major tank battle had just taken place, as there were heavy treadlike tracks leading out of the water. In addition, there were several craters that looked as though they'd been created by exploding hand grenades. As it turns out,

The legendary Aggie Grey Hotel, a major attractions in Western Samoa, is home to some of the most friendly employees in the world.



Duff Reef is rather popular with turtles.

Early one evening, we saw a big female turtle looking for the right spot to lay her eggs. And one afternoon Maike and Caren saw five big turtles while swimming off the reef — one of which even came right up to Caren. It was the kids, however, who spotted the most interesting two: a pair of turtles who were mating just off the port side of our boat. Talk about noisy! And persistent — they were splashing and gasping for at least the next five hours! We couldn't help but be impressed.

From Duff Reef it was just a short haul to Savu Savu, our first official stop in Fiji. But it is an important haul, because it was during this passage that we crossed the 180 degree meridian. Our local time went back an hour, but more interestingly our date went back as well. It had been Sunday when we approached the 180 meridian, but it was Saturday after we crossed it.

Savu Savu is another place in Fiji that Sam and Caren had visited 10 years before. At that time, it had been a tiny town on a lovely bay with a handful of shops and restaurants, a 'yacht club' consisting of a single room about 20 feet square, and one other boat in the harbor. A lot has happened to Savu Savu in the 10 years, especially since it became an official port of entry two years ago. It's now full of shops, banks, restaurants and other yachts. It also has a very active yacht club with all kinds of facilities and services such as email, laundry, electricity, water and so forth. And it is priced like everything else in Fiji — ridiculously cheap. Several fancy hotels have also appeared, including one owned by Jacques Cousteau. The area is known for some of the best diving in the world. Land values - especially beach-front property — have suddenly gone up dramatically. Nonetheless, Savu Savu is so far from the rest of the world, and its summers are so wet and humid, that we doubt it will be spoiled by overdevelopment.

Since Rachael and Dana's time with other children has been very spotty, they have become quite adept at socializing with adults. They help entertain and converse with the best of them now. They are also very open to playing with any other children they meet, and they play with children of the opposite gender nicely. Rachael was spotted playing with three 8-year-old boys last week — something that would have never happed in Portola Valley. Best of all, the children have truly become each other's best friend. They fight only about 10% of the time now usually over chores, the list of which has greatly expanded from the cushy life we had back in California.

— the edwards

Sarah Elizabeth — Ericson 38 Liz & Rick Strand Summer in the Sea of Cortez (Sonoma)

Our open-ended cruise to Mexico began in October 1998, when we left San Diego with 90 other sailboats in the fourth annual Baja Ha-Ha. When discussing our cruising plans with other cruisers, we'd mention that we were going to spend our summer exploring the Sea of Cortez and its many islands. Most of the responses we got were along the lines of: 'You don't want to go there, it's too hot!' Or, "Why do you want to go there, it's just a desert?' One guy even told us, "I like hot, hot, hot weather, but the Sea of Cortez is miser-

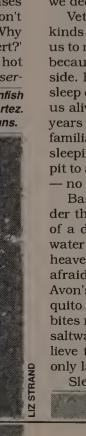
Rick holds up dinner in the form of a scorpionfish
— one of the many 'fruits' of the Sea of Cortez.
He eschews both scuba tanks and spearguns.

able in the summer!" The Sea of Cortez was our reason for sailing to Mexico, so we decided we'd see for ourselves. Veterans of summers in Mexico had all kinds of different advice for us. Some told us to make arrangements to sleep outside because it would be too hot to sleep inside. But others told us that we couldn't sleep outside because the bugs would eat us alive. Since we'd been campers for 25 years before we became sailors, we were familiar with the joys and drawbacks of sleeping outside. So we rigged our cockpit to accommodate a double air mattress no blankets required! Based on our experience, sleeping un-

Based on our experience, sleeping under the stars while anchored in the cove of a desert island while listening to the water softly lapping at the shore was just heavenly! As for the bugs everyone is so afraid of, we sprayed each other with Avon's Skin-So-Soft and burned a mosquito coil each night. Sure, we got a few bites now and then, but swimming in the saltwater is one of the best ways to relieve the itching. In any event, the bites only lasted a few days.

Sleeping outside guaranteed a morn-







Liz at Los Muertos with Jeri the ship's dog. After 15 years of good living, Jeri passed away — "and now sleeps with the fish in the Sea".

ing wake-up call from the gulls, and front row seats for a beautiful sunrise. But once the sun rose over the island peaks, it was time to get out of bed and get the awning up — because it indeed does start to get very hot very quickly! But what better way to start the day than with a swim in crystal clear, 85° water? In fact, that's how you beat the heat in the Sea of Cortez. When you get hot, you jump in the water. It didn't take us long to figure that out.

Between breakfast and lunch, we usually studied Spanish, went kayaking, and did some reading. After we digested our lunch, we went snorkeling to find something for dinner or to just look at the beautiful sea life. Since we didn't keep any meat on the boat, we literally lived on the 'fruits of the sea'. We never used tanks or spear guns, but rather our lungs and Hawaiian slings. It's not only more sporting, but means we have less gear to drag around. After our last swim of the day, we'd shower and get ready for cocktails on the foredeck. In the Sea of Cortez, ev-

ery sunset seems to be spectacular!

Every couple of weeks, we'd anchor off Loreto and go ashore to replenish our produce and beer supply. We'd even have a 'cheeseburger in paradise' to get our meat fix.

, By the way, lots of people will tell you that there isn't any wind in the Sea of Cortez during the summer. Well, we sailed all summer long, frequently flying our spinnaker. In our opinion, most people are in too much of a hurry motoring around to apreciate the sailing.

Alas, in October we had to return to the 'real world' — meaning take our boat to La Paz to get some work done and work on her bottom. We're now over on the mainland, where the winter cruising is warm. Nonetheless, we're already anxious to return to the glorious Sea of Cortez for another hot, buggy, miserable summer!

— liz & rick 02/15/00

Full Swing — Lord Nelson 41 Chris Borden Honolulu To Ft. Lauderdale (Honolulu, Hawaii)

Leaving Hawaii three years ago has only strengthened my idea that it's indeed a small cruising world. Here are some examples:

After our 25-day passage from Honolulu to Seattle, we anchored in Friday Harbor, Washington, next to - amazingly enough - an old acquaintance from Maui. I'd had no idea she'd gone to the mainland. Then in Ladysmith, British Columbia, I saw another Lord Nelson 41. Upon inquiring, I was told she belongs to Tommy Chen, the co-designer and builder of the Lord Nelsons in Taiwan! He's somewhat of a legend in boatbuilding, so I left him a note. Two hours later he rafted his boat alongside ours, and we spent the next two days looking at line drawings and aspects of building this wonderful cruising design.

Chen told me that Lorn Hart, the owner of Admiralty Marine, from whom I had ordered and bought my boat, was somewhere up in Desolation Sound cruising his Lord Nelson tug. When up in that area two weeks later, I saw a big red tug drop anchor. The owner rowed over and called out, "How do you like your Lord Nelson?" I replied, "Just fine, Lorn, after all, I did buy her from you."

When we got to Costa Rica, we anchored off the little village of Puerto Jimenez, and there on the beach saw a trailer with a sign reading: 'Let George Do It'. The next thing I heard was a voice saying, "Chris Borden, you son of a bitch, what are you doing here?" Because of his beard, I hardly recognized my old pal George Espinoza, who'd been on the same dock with me at La Mariana in Honolulu's Keehi Lagoon. I hadn't seen George in over seven years. He now holds court at the Puerto Jimenez YC, which is something

No matter where he went, Chris kept running into old friends. He's seen here with old friend George Espinoza at Puerto Jimenez, Costa Rica.



of a misnomer, but they're trying. The place is across the bay from Golfito — and I highly recommend a stop. We made a side trip from Puerto Jimenez to pan for gold. Not only did we find some, but in contrast to what some *Latitude* contributors have written, we thought Costa Rica was absolutely fabulous — although you have to take the time to discover it.

While in Panama City, Panama, waiting for our Canal transit, I was getting some film developed in one of the outlying malls when I noticed a couple looking at their just developed photos - some of which included a sailboat. We started chatting and they told me they were from Zurich, Switzerland. I mentioned that I'd had my Nor' Sea 27 in Europe for six years, and had sailed her on Lake Zurich. To my amazement the man replied, "l know you. You're Chris Borden the filmmaker." When he told me he was Thomas Youker, I immediately remembered him as the guy who'd been sent down by the Zurich newspaper to interview "the crazy American who had brought his boat to the lakes of Switzerland".

It just goes on and on. While at Mario's Marina in the Rio Dulce, Guatemala — where I spent the summer and was visited by hurricane *Mitch* — a familiar face came up and said, "Oh, God, I thought I had escaped that whole Hawaii bunch!" It was old pal Miles Cortner from Hawaii, who many know as a gifted scrimshaw artist, furniture-maker and old salt. Miles is still sailing the beloved wood schooner he built 35 years ago. Miles and I spent the summer evenings watching horrible

No matter if Borden cruised to British Columbia, Fort Lauderdale, or the Rio Dulce — seen below — he kept bumping into people he knew.



movies on Cinemax. When I finally got to Cape Coral on the Gulf Coast of Florida, the harbormaster turned out to be Stan True, who had been a neighbor when I was in business in San Francisco many years ago.

At dawn following an overnight passage from the Dry Tortugas to Cuba, I looked aft and saw another Lord Nelson 41. We berthed our two boats alongside the quay at Hemingway Marina. While awaiting the officials, I engaged in a conversation with one of the guests onboard. As we were speaking, one of the crew came up from below - it was Dennis Murphy, a gifted craftsman and shipwright who had performed some miracles for me in my yacht brokerage business in Honolulu. l hadn't seen him in four years. And when I finally got to Fort Lauderdale, I kept bumping into Bob Haas, my old pal from McWayne Marine and Ala Wai, Marine in Honolulu. He's now a big wheel at Boston Whaler.

-- chris 6/17/99

Dacia Marie — Islander 44 Gary & Astrid Sartain Trucking East (St. Petersburg, Florida)

After making the final payment on our 1976 Islander 44 in June of '99, we decided to go cruising. We had a choice: we could either sail the boat through the Panama Canal or truck her to Florida. After careful consideration, we decided to truck the boat east — mainly because of the time and expense of going by way of the Canal. But there were other considerations, too. We'd heard a number of horror stories about the passages; there was some question of how and if the Canal would work under Panamanian control; and we wanted to get to warm water right away.

We began by calling a number of boat hauling companies to get quotes. For whatever reason, many of them didn't even respond. We got quotes from as low as \$4,000 from Cobra Marine, to well over \$10,000 from some others. The great disparity in quotes concerned us, but both Cobra and their insurance checked out well. We felt more confident when our own insurer insisted that they'd cover us no matter what.

Cobra needed 30 days advance notice for moving our boat, and assured us that it would take no more than seven to 10 days to get the boat to Florida. They didn't ask for any money up front, but insisted on a cashier's check upon delivery. That seemed reasonable.

The truck arrived on schedule last fall



at Anderson's Boat Yard in Sausalito. After the boat was loaded on the trailer, we — with the help of friends from our dock — finished the job by securing the dinghy and the mast. When that was done, everything we owned — except for our two cats — headed off across the country. Let me tell you, it's the strangest feeling in the world when a complete stranger drives down the road with all your earthly possessions!

But our boat arrived in Florida on time and in perfect condition. She did have quite a bit of road dirt, however. We could tell that the driver had done a good job, because the full bottle of water we'd left on the gallery countertop hadn't tipped over. Actually, there was one minor problem — but it was all my fault. We had carefully wrapped the mast in about a mile of bubble wrap before putting it on the trailer, but when we loaded it onto the trailer brackets, I forgot to slide the pieces of carpeting between the mast and the steel brackets. As a result of chafe endured while crossing the continent, three new halyards were destroyed. But it had been my fault.

Seven days later — after a bottom job, hull waxing, and re-christening, *Dacia Marie* was back in the water. All was well



Do Canadians really sail? This photograph — which is of Canadian sailors who own and sail CS boats — is proof in black and white.

until we tried to start the engine — and couldn't get any water to flow through the system. With the help of another boater we'd met in the yard, we carefully went through the entire cooling system. In fact, we boiled out the heat exchanger and replaced all the water hoses, elbows and hoseclamps — but still hadn't fixed the problem. Finally we discovered the culprit: a plugged half inch elbow at the muffler! Had we found that in the beginning, we would have avoided two days of frustration. But we were in the water in Florida and all set for some warm weather sailing.

My wife's mother came all the way from Austria to join us on our first little cruise. But we were soon joined by an uninvited guest: hurricane Floyd. As a result, our first cruise was less than a week.

One morning, after pulling up the hook and setting sail for another anchorage inside Tampa Bay, we were boarded by the Tampa Bay Police and the U.S. Customs. They checked our papers, looked into some lockers, and checked out our safety equipment. They even hung out for a time and seemed to enjoy the sail while an-

other member of their team followed behind in another boat. They were very polite and professional, but I'm glad we spent the time and money necessary to make sure our boat was in order.

It's been a long haul, but we're ready to head further south. We'd like to thank everyone who helped us during the last three years, especially the people at ABC Yachts in Sausalito and particularly Peter Powell. He went out of his way to connect us with Tom Bradshaw, who had owned and sailed the boat on the Bay for

17 years. We'd also like to thank all the West Marine employees who allowed us to pick their brains, especially Michael at the Sausalito store. There are many others, and we thank all of you.

We now get our *Latitudes* — albeit later in the month — from the West Marine store in St. Petersburg, Florida. We're still enjoying them as much as ever. By the way, anyone wanting to contact us can do so at: dacia_marie@ozline.net.

In retrospect, we could have stayed in the Bay Area for another year to further build our cruising kitty — but 1 refused to spend any more time dealing with the rain, traffic, commuting and other negative aspects of living in Marin.

— gary & astrid 2/15/00

Avaiki — N/A Richard Guches & Candace Cave Rick's Bar, Zihuatanejo Bay (N/A)

Cruisers have a new hangout and gathering place in Z-town: Rick's Bar — owned and operated by Rick Carpenter. The bar is located just above the Pemex dock, and cruisers can either tie their dinghies to a concrete dock or drag them up on a slightly rocky beach. Since the bar has a terrific view of the bay and is situated under a half dozen palm trees, it quickly became popular with cruisers. The fact that Rick sells cervezas for seven pesos and mixed drinks for equally reasonable prices hasn't hurt. Nor has the fact that Rick is a really mellow guy.

Rick's Bar is now the preferred location for Spanish classes, guitar lessons, and social gatherings. About once a week the cruisers have an hors d'oeuvres pot-

'Tres Amigos' at Rick's Bar overlooking the fleet at beautiful Z-town Bay. From left, Rick Carpenter, with bartenders Guillermo and Enrique.



AVAIK

luck — often accompanied by a jam session featuring musicians in the fleet. On other nights, Rick brings in local musical talent

Rick also offers a variety of information and services to the cruising community. Before leaving home in the morning, for instance, he gets the weather off the Internet, then shares the information with the fleet during the morning Zihuatanejo/lxtapa Cruisers Net. Rick also sells case lots of soda and beer, arranges for propane bottles to be filled, and disposes of cruiser garbage. Want to have your bottom done or zincs changed? Just call Rick on VHF 22.

Rick's Bar — already a big success with cruisers in Z-town. We know, because we've been anchored here since January. Unfortunately, we won't be sailing any further south this season as originally planned. Candace has accepted a project job of moving a large household — including hundreds of antiquities — from New York to Ashland, Oregon. This will mean a major augmentation to our cruising kitty, but it will also take three or four months. Because of the timing, we won't be able to cruise Central America until next season. As such, we plan to slip Avaiki at Marina Ixtapa for the hurricane season, haul-out in Acapulco in November, then scoot across the Gulf of Tehuantepec before the first of the year. A year from now we plan to set off on our return to the South Pacific.

While I'm disappointed not to be able to continue sailing south this year, I'm employing my powers of rationalization to convince myself that this is a good delay — as it allows us to tarry at our favorite

Richard and Candace say they are disappointed they have to stay around Mexico — but they appear to be holding up pretty well.



anchorages, see more of the Mexican countryside, and wait for optimum weather windows. Besides, Z-town is not a bad place to hang out.

- richard & candace 3/10/00

Zephyr — Island Packet 32 Cyrus and Joan Zittle Accidental Anchoring (San Diego)

My wife was upset, as for the second day it looked as if we were going to miss the daylight slack tide window to safely enter Tiputa Pass into Rangiroa Atoll in the Tuamotus. So I kicked the engine up to 3,200 rpm, but we were still only moving at two knots — directly into 27 knots of wind and 12-foot seas. I was surprised we weren't moving faster, but I guessed the wind and waves were creating more resistance than I thought. In any case, I had miscalculated again and we still had over five miles to go. I didn't think we would make it to the pass before the tide changed, and once that had happened it would be unsafe to try to enter the pass. Neither my wife nor I looked forward to vet another night on the rough sea.

To put the situation in context, in June of '98 my wife Joan and left I Nuku Hiva in the Marquesas aboard our Island Packet 32 Zephyr for the 600-mile 'distant Rangiroa, one of the largest islands in the Tuamotus. We had perfect sailing weather for the first three days, as we reached along at six knots in about 16 knots of wind. It looked as though we might reach Rangiroa in just five days, and we began looking forward to being at anchor in the smooth waters of the lagoon.

We knew, however, that it was foolish to predict an arrival based on two more days of sailing at close to hull speed. Indeed, on the morning of the fourth day the wind died and we found ourselves rolling in the swell with hardly any wind. Where were the southeast trades that we had been led to believe were so reliable in this part of the South Pacific? For two days we averaged just a knot or two an hour, and sometimes we didn't move at all. One afternoon the anemometer read '0' for 10 minutes. We'd never seen that before.

But on the afternoon of the fifth day, everything changed. The wind came up at 25 knots out of the south, so we found ourselves having to beat into a rough sea toward Rangiroa. I planned to sail until midnight, at which time we'd turn on the engine and motorsail directly toward the



atoll at five knots. Based on my calculations, that would have us entering the pass at slack water right about 7 a.m.

Unfortunately, we were only able to motorsail at three to four knots, so we arrived at the pass at 9 a.m. Using the VHF, we contacted several boats already in the lagoon and inquired about the advisability of entering the pass two hours after slack water. The advice was unanimous: Don't try it as the pass becomes very rough and dangerous after slack water. Furthermore, the skipper of an Aussie boat informed us that the U.S. tide tables weren't accurate and that the accurate British ones indicated that slack water had been three hours earlier.

Obviously discouraged, we turned around and accepted the fact that we'd have to heave-to outside the atoll for another 24 hours before trying again the next morning. With the wind now gusting to over 30 knots it was very uncomfortable, and Joan wasn't thrilled about spending the next 20 hours bobbing around on the rough ocean. After doublereefing the main and only putting out about a third of the furling jib, we tried to heave-to about three miles off the atoll. The motion was much better - but we found that we were moving away from the atoli at nearly two knots. I calculated that if we drifted like this until about 9 p.m., we could then sail back to the pass, using the engine for the last several miles. and be just where we wanted to be for our attempt at the pass. This was all based on what'seemed like a reasonable assumption: that we could motor at three



Just as the sun is setting here at Chacala, it's also beginning to set on another terrific winter cruising season in Mexico.

to four knots.

We spent an uncomfortable and discouraging day watching the atoll disappear from view. We didn't feel much like eating, so we tried to get some rest — but the sound of the wind and the motion made sleep almost impossible. After dark, Joan stood watch for awhile and then woke me at 9 p.m. 1 released the wheel from the heave-to position, and we began sailing back toward Rangiroa and the pass. In all honesty, I was exhausted and found myself periodically dozing off. But with the wind at about 30 knots, I didn't sleep for long.

When the wind shifted to right on our nose, I started the engine and motored directly toward the pass. But things didn't go as well as I'd hoped, as we were only making two knots — and the autopilot was having a lot of trouble keeping us on course. After the autopilot gave up several times, I switched it off and began to steer by hand. When you're tired, a boat can seem harder than normal to steer, and it took my full concentration to keep *Zephyr* on course.

As we neared the atoll, some bright lights suddenly came on. We identified it as the airport on Rangiroa, and were glad to have a good reference point to steer by. Shortly thereafter, we heard and then saw an airplane take off. A few minutes later, the lights went out, leaving the low-lying atoll in total darkness. So much for having a well-illuminated target to steer to-

ward. We later found out that the airport lights are only turned on when an airplane is landing or taking off.

We slowly maintained our course, however, and with the breaking of dawn began to identify the landmarks that indicated the entrance to Tiputa Pass. Unfortunately, we were still several miles away, and I was still very disappointed with both our boat speed and steering. We couldn't wait to get inside the lagoon for some calm water and rest!

When we contacted the boats in the lagoon to verify the time of slack water, we got the usual conflicting responses. Some said we were right on time, others said we'd already missed it by an hour. No matter, we continued on. We scanned the pass with the binoculars looking for the standing waves that would indicate a rough trip through the pass. We couldn't see any and it looked fairly smooth, so we lined ourselves up and started through the gap in the reef.

Just then I happened to glance over the side — and was startled to see a line dragging in the water next to the boat. Where did that come from? I quickly ascertained that all of our sheets and lines were aboard, so what could we possibly be dragging? Joan was on the foredeck, so I hollered to ask her if she saw anything amiss up there. Her response sent chills down my spine: "It's our anchor, it's fallen off the bow."

Dumbfounded, I had Joan take the helm while I ran forward. Sure enough, our Bruce anchor was overboard — followed by 60 feet of chain and nearly 300 feet of line! All that was left in our chain locker was the bitter end. No wonder we

hadn't been able to motor with any speed! No wonder the steering had been so difficult!

But I didn't have much time to think about it then, as the boat shuddered to a stop and slowly began to rotate. The anchor had hooked onto the bottom of the pass! The gap in the reef wasn't very wide to begin with, and as the boat turned around I noticed that waves were breaking on both sides of the pass. They looked very close!

I ran to the cockpit, grabbed a rigging knife, and dashed back to the bow of the boat. I doubt that 5/8-inch nylon line was ever severed so quickly, but all I could think of was being pulled up onto the coral reef with our own anchor. As soon as I cut the rode, the boat leapt forward, and Joan was able to get us turned around and on our way through the pass.

What a difference it made not to be dragging our primary anchor and all its rode! We motored quickly and easily through the pass and into the calm waters of Rangiroa's lagoon. We kept a series of markers off our starboard side, as instructed by our cruising guide, until we were well into the lagoon, then turned right toward a small resort hotel. We quickly found a good location in front of the hotel, dropped our second bow anchor, and let out the scope. What a reliefl

Although the wind was still blowing at about 20 knots and the waters of the lagoon were choppy, it was a far cry from the conditions outside on the ocean. We finally shut the engine down and just sat in the cockpit admiring the beautiful sandy beaches lined with palm trees. It was time for breakfast, a cup of coffee —

If you have a big anchor like this dragging in the water — plus all its rode — performance under sail and power will suffer. But you knew that.



but most of all some rest.

So how could it have happened that we were dragging our anchor and all our rode? Just before we left on the passage, I'd bought a 33-pound Bruce anchor. Unfortunately, the anchor was too big for the bow roller, and the roller's locking pin didn't line up with the retaining hole on the anchor. Realizing that drilling a hole in the Bruce would be a difficult job -and since I had a long list of other things to do before our departure — I relied on securing the anchor to the bow with a length of line. Obviously it hadn't been a very good idea, so when I buy a replacement anchor I'm going to make sure that the anchor can be positively secured.

An even bigger factor, however, was my failure to check the line securing the anchor on a regular basis. When on a passage, I usually walk around the boat three or four times a day looking for anything unusual: chafing lines, gear out of position, anything that doesn't look right. In good weather it's fun and part of my daily routine. In this instance, however, I was fatigued, it had been nighttime, the strong wind had spray flying all over, and occa-



'Zephyr' tugs on her hook in the Marquesas prior to her trip to Rangiroa and the curious anchoring incident.

sionally there was green water breaking over the bow. So I didn't follow my routine. It was a big mistake and I've learned my lesson: No matter how bad you feel or how bad the weather is, ocean sailing re-

quires vigilance and constant attention. You can't just sit in the cockpit and hope everything will be fine. In our case, the mistake cost us several hundred dollars worth of anchor and rode - but it could have cost a lot more.

— cyrus & joan 12/8/99

Cyrus and Joan — We admire your having the self-confidence to admit an embarrassing mistake for the edification of others. Thanks for the lesson.

Halcyon — Garden Porpoise 42 Jeff & Janet Van Klompenburg Panama Canal (San Francisco)

It's been a long time since we last wrote probably several years ago from Australia. We also remember meeting the Wanderer in Tonga way back in '93 and having a great time. Anyway, since we just completed our Panama Canal transit two days ago, we thought we'd pass along the latest on transit fees and such. For boats up to 50 feet, the fee is now \$500 -- plus another \$800 — we're not kidding — for

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a damage deposit! For boats 50 to 80 feet, it's \$750 plus a \$650 damage deposit. Up until January 1, the deposit had only been \$125. We asked our pilot if the transit fees would be going up next year; all he did was give a sly smile in response.

Unlike before, you now pay the transit fees and deposits right at the Citibank office — eliminating cruisers having to walk around notoriously dangerous Colon with large amounts of cash in their pockets. The transit fees and damage deposits must be paid in cash. We got ours from the Citibank ATM, then walked over to the bank teller to complete the paperwork. We were told that if all went well with our transit, our deposit would be returned in six to eight weeks. We gave Citibank a mailing address — and hope they'll be sending it to us.

You still need the same number of line-handlers, and most people get by with whomever they can recruit. Our Aussie friends sailing with us handled the job, and we had a great time. If you have to hire local line-handers, the going rate is \$50/person/day.

TATITIDE/BICHARD

Janet and Jeff bail their dinghy many years ago in Tonga. They are now about to wrap up a lelsurely circumnavigation.

We're now on our way back to San Francisco, and decided to try our luck coming up the coast rather than taking the old clipper route offshore. Hopefully, we'll reach San Diego by June 1, which will mark the completion of our eight-year circumnavigation. Some folks might remember that our boat is a sistership to *Swan*, the Garden Porpoise that Kellogg and Diane Fleming of San Francisco used for their long circumnavigation.

— jeff & janet 3/15/00

Adia — Lagoon 37 Catamaran Peter Lange A Pause In La Paz (San Francisco)

I just returned from another great trip to La Paz — where the 70° to 80° weather and plentiful sunshine made for a great change of pace from the cold and rain of the Bay Area. The water was warm enough for swimming without a wetsuit, and the sailing was fantastic! I discovered that if you get up early, you can catch the southerly winds for a downwind sail out to the islands. And if you're luck holds, you can sail downwind back to town on the afternoon northerlies.

Carnival started in La Paz on March 1. It seemed like a glorified street fair to me, with lots of games, fair rides, bands, and beer tents — although I did miss all the

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parades. I was particularly amused by the 'high-tech' blanket floggers, who had Mexican blankets stacked 10 feet high. The guy atop the stack wore a microphone, and as he described each blanket at a auctioneer's pace, he would throw one end of the blanket to his men on the street level. They would quickly unfold it, refold it, and throw it back on the stack while grabbing the next one for display. I couldn't believe the announcer could talk so fast for so long! Although he started huffing and puffing, he never took a break.

The main reason for my trip, however, was to haul the boat for a bottom job at Astilleros Marina Boat Yard — which is next door to Marina Palmira. Eduardo, the yard manager, was very accompositing. Nonetheless, he didn't have any workers for the job — even though it had been on the books since the end of January! Having no other choice, Nancy Gardner and I had to do the labor — which we completed in three days. Everyone else with boats in the yard was amazed at our progress, as some of them had been out of the water for months working on blister jobs. We



The problem wasn't getting the wide cat 'Adia' hauled up the narrow ramp, but finding workers to do the bottom job.

were back sailing by the end of the week and loving it.

I want to put in a good word for Rego, the haulout manager who operates the hydraulic lift trailer. He clearly loves his job and was meticulous about how boats were taken out of the water and lowered back in. My catamaran was a particular challenge, as the ramp is only 27 feet wide.

The haulout fee was \$6/foot, and I was able to buy Pettit Trinidad paint for \$120 per gallon. Sanding and painting supplies were readily available. If the yard does your bottom prep and painting, the cost is \$5 per foot. If you do your own work, the yard charges \$1.50 per foot per day. So the total cost for the bottom job on my 37-foot Lagoon catamaran was \$900 — which I didn't think was bad.

— peter 3/10/00

Maluhia — Steel 38-ft Cutter Hans Regnery & Judy Coulter Poor Bedside Manner (N/A)

This is our second visit to Kanton Atoll in Kiribati — which is pronounced 'Kiribas'. The attraction for us is the isolation; it's located near the equator about halfway between Hawaii and Australia, and there's nothing significant for many miles. Furthermore, the locals are terrific.



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During World War II — when Kiribati was known as the Phoenix Islands — Kanton was a U.S. military base. It later became an important satellite tracking station. When it gained its independence in '89, the country's name was changed to Kiribati. Kanton is home to many rusting hulks, and junk — including leftover and outlawed poisons and herbicides — litters the island. The small community at Kanton mostly consists of government employees who are doing three to four year stretches of duty. Most speak English.

Sometimes it's possible to get a little diesel or gas at Kanton, but not much else. A local ship comes by every 30 to 90 days with basic supplies. The diving and fishing are good — and the sharks are plentiful. But not even the reef fish seem to carry ciguatera.

Given Kanton's location so close to the equator, the weather is surprisingly cool and very dry. The dry season is from November to May, during which time it may not rain at all. There is a well with brackish water near the wharf. It's fine for laun-



This has nothing to do with the accompanying test, but after a long circumnavigation aboard the Lee 36 'Dana', Tim Foley and Linda Moore weren't sure what they'd do next. We just learned they had twins. Congrats!

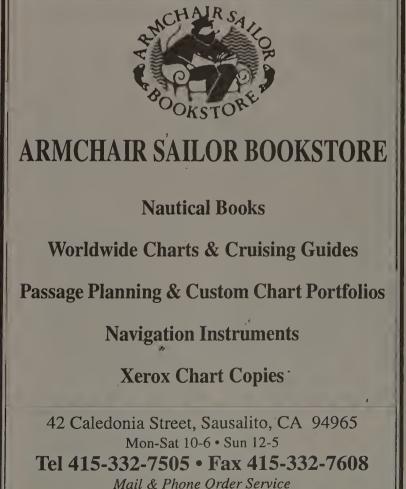
dry and bathing, but you don't want to drink it. The anchorage inside the lagoon is on the windward shore. It can get bumpy when the winds blow 25 to 35 knots — not an uncommon occurence in

the summer.

When we were here last year, the fees for entering and staying four months were \$20 Australian — or about \$12 U.S. Unfortunately, the fee schedule has been changed — thanks in part to a yachtie who seems to have a misplaced sense of being helpful. We were at Kanton in January of '99 at the same time as this vachtie, who is a retired medical doctor. A short time later, he decided to offer his medical services to the 70 or so people of the village, half of whom are children. The offer was accepted with good grace by the nurse in charge. Before long, however, it became clear that some of the villagers didn't want the doctor's services.

Problems soon erupted between the doctor and the locals, because the physician reportedly insisted that they be treated by him. On several occasions, the doctor's shrill and emotional criticism of the local nurse in front of her own people reduced her to tears. These outbursts resulted in a growing tension in the community. On June 3, after the doctor had been at Kanton for six months, he was expelled from the island. It's noteworthy





that he was given ample time to ready his boat for ocean sailing and for a good weather window.

It was very unfortunate that this doctor couldn't see any of his own faults and chose to blame everything on the villagers. We're told the doctor went so far as to write a letter to the Kiribati government to complain that only he, out of all the yachties, had been asked to leave. Furthermore, he criticized the nurse and villagers based on untruths. The fact is that the people of Kanton are very gracious and hospitable, and have always treated vachties well.

The saddest thing of all is the backlash caused by the doctor's outbursts and false accusations. The people of Kanton have now instituted a \$40 visa for each person, plus the normal \$20 fee for anchoring. By the way, it's best to bring Australian dollars as there is no bank or banker. They will accept U.S. dollars — but only at the rate of one U.S. dollar to one Aussie dollar.

We'll head back to Pago Pago in June, then west to find a place to haul.

— hans & judy 2/05/00



Storing your boat for hurricane season? Make sure the hull has broad support — lest hurricane winds punch the supports through your hull.

Cruise Notes:

If you always wanted to sail to **French Polynesia**, you may be running out of time. The locals have tired of being identifed by a former colonial power, and

are reportedly on the verge of becoming an autonomous country to be renamed Tahiti Nui — meaning 'Great Tahiti'. They will still retain strong ties with the French, however, as they've become rather attached to the massivie subsidies.

There's tragic news out of Puerto Vallarta: In early March, South African sailor Duncan McNab of **Scorpio** was found dead from a self-inflicted gunshot wound to the head. He had committed suicide, apparently as the result of a love triangle gone bad. The Mexican press loves blood and guts, so graphic photographs of his corpse sprawled across the cockpit of his boat were prominently featured in newspapers. Because Duncan and his son had been operating a refrigeration business in the marina for years, he was well-known to many cruisers. "A real good guy," is the way many people remember him.

Hopefully there will also be some good news coming out of Marina Vallarta soon. Ever since popular Harbormaster Karl Raggio didn't get his contract renewed several months ago, Marina Vallarta **ten**-





ants having been grousing about what they consider to be anti-boater rules and attitudes on the part of the new marina management. To cite two minor examples, tenants sipping beers on the docks say they have been threatened with major fines, and some long-time vendors and service providers have been prohibited from going on the docks, and therefore haven't been able to provide their normal valuable services.

The poop really hit the fan in early March when Lupe, a Mexican boatowner from Guadalajara, decided she wasn't going to take it anymore. If you buy wrought iron patio furniture from K-Mart or Sears, you buy it from Lupe's factory - so she's a formidable businesswoman rather than a shrinking violet. Lupe spends her weekends at her Marina Vallarta condo and on her Marina Vallarta berthed Beneteau 44 Moon And The Stars. Frustrated at the new marina regime, Lupe called a meeting of all the unhappy tenants. When the president of Situr, which owns the marina, got wind of the meeting, he asked if he could at-



In addition to selling marine hardware, Jim Elfers helps boats, spirits and marriages survive the bash up the Baja coast with this book.

tend. Lupe welcomed him, and he was said to have been a good listener. Before the meeting was over, he promised there would be significant changes within two weeks. Lupe told him there had better be — or she was going to sue. We'll let you know what happens in the next issue.

"I've been so busy that I haven't gotten around to letting you know that **Coast Chandlery** has opened a marine store at Marina Palmira in La Paz," writes Jim Elfers. In addition to being the author of the *Baja Bash* and a good friend of the Baja Ha-Ha, Elfers is the manager of Coast Marine Chandlery in Cabo San Lucas. "It means that we now have the first marine hardware chain in Baja," he jokes.

"We were the first ones in 2000 to pay for a Canal transit," report Bruce and Jennifer Ross of the Peterson 41 **Jabula**. In addition to paying the fee, we had to pay an \$800 buffer or deposit. We had a great transit, and are now in the Pacific eager to work our way up to San Diego—after spending the summer in the Sea of Cortez. While in Panama another cruiser gave us the January and February issues of *Latitude*, and we've loved catching up with all the cruisers we've read about. But as the weeks turned into two months, we realized that we still hadn't got our Canal

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deposit back! Last week we phoned Citibank — which handles the deposits and they promised they'd be sending us money soon. They also told us they only agreed to do the deposits on the condition they could hold onto them long enough to make a profit. Other cruisers have told us that it's now possible to pay for Canal transits with Visa credit cards.

"We left South Africa 22 years ago aboard another boat," the couple continue, "and sailed to the Caribbean, which became our home for many years. Then we moved to the Chesapeake Bay for 12 years. While there, we bought our Peterson, which was an old IOR boat that had been built by Palmer-Johnson. We transformed her into a cruising boat by totally gutting her and cutting off her cabin top."

Speaking of the Canal, in late March yachts were said to be as much as two weeks behind schedule in transiting because of a shortage of Canal pilots. According to Craig Owings, Commodore of the Pedro Miguel Boat Club, the shortage was caused by Canal advisors being more interested in Carnival than work. This is



Fire or ice? Given a choice, Susan 'the night nurse' would rather serenade a sunset in the tropics than the Arctic. But who wouldn't?

considered S.O.S. — or 'same old stuff' in Panama.

Have you had a chance to read the critically acclaimed adventure story North To The Night, A Year In The Arctic Ice

by Alvah Simon? Here's the review from International Marine: "In the vastness and silence of the Arctic wastes, the author and his wife were caught like flies in amber, their 35-foot steel cutter frozen in the polar ice. After a beautiful and sometimes hair-raising voyage beyond Baffin Island and far above the Arctic Circle, Diana and Alvah Simon could go no further, and made preparations for the long Arctic night. But her father's diagnosis of terminal cancer called Diana away - and after a dramatic evacuation by helicopter, Alvah was left to survive the winter alone. This is their story: of an epic voyage, their encounters with the lnuit people, his descent into near madness, and Diana's return in the spring."

Simon apparently loves extremes, for Commodore Owings reports that he recently left the Pedro Miguel Boat Club aboard Roger Henry to travel up Panama's rivers into the nearly impenetrable Darien jungle that separates Panama from Colombia. Simon will be doing a film segment for one of the adventure channels. But if he's looking for

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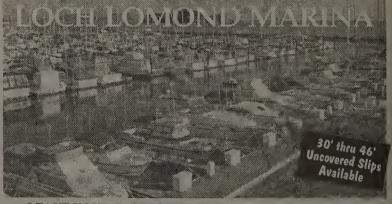
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more ice, he's headed the wrong way.

One of the yachts that recently transited the Canal after enjoying the good life at Panama's San Blas Islands was Jim and Sue Corenman's Schumacher 50 Heart of Gold from Alameda. "We're anchored here at Green Island, one of the many palm-covered islands in the San Blas. It's a bit like the South Pacific, but with more boats. Lots of cruisers spend months here, and it's easy to see why, as it's the only really relaxed cruising that we've found in these waters. After transiting the Canal, our plans are to head up the coast pretty quickly so that we'll be in Z-town by mid-March and Puerto Vallarta by mid-April. After hauling in P.V. for bottom paint and a bit of work, we'll head to Hawaii in early June. We hope to have the Hawaii SailMail station up and running by June for the Pacific Cup.'

The Corenmans have left a long and wide wake. Through their continued participation and organizational skills, Jim and Sue were instrumental in keeping the **Pacific Cup** alive in the lean years before West Marine stepped in — and later liter-



Jim and Sue Corenman are on the last legs of their circumnavigation aboard 'Heart of Gold' one of the fastest 50 foot cruising boats.

ally wrote the book on the event. Jim also wrote much of the software that enabled email to be sent from sea via ham and SSB radio. The couple were also known from the Pacific to the Med for their

weather forecasts. When they reach Hawaii, they'll have completed a circumnavigation that started in the mid-90s.

"We were pleasantly surprised to find that we were back with in range of **SailMail** as soon as we arrived off Sudan in the Red Sea," writes Karl Matzke of the Palo Alto-based Kennex 445 catamaran **Moondance**." We — my wife Jill and young sons Ben and Cam — thank *Lattude* for your assistance in clearing the way with PinOak." You're welcome, Karl — although we think the F.C.C. pretty much reached their decision without our help.

"In response to an inquiry about the whereabouts of Beau and Annie Hudson of the Freya 39 **Lionwing**," writes Dave Cohan, "they are living in a beautiful house in the forest not far from Pt. Reyes. They sold *Lionwing* a while back, but I suspect that they sometimes regret it. We met Beau and Anne in the Societies in 1988 during our circumnavigation of the Pacific aboard our Southern Cross 35 **Synergy**. We've seen the Hudsons periodically since then — including at a great





reunion they hosted with six couples that had circumnavigated the world about the same time they did."

"Now that the America's Cup is safely locked up again at the Royal New Zealand Yacht Squadron, and the lovely Auckland summer is waning, it's time for us to think about continuing the world tour," writes George Backhus of the Sausalito-based Deerfoot 62 Moonshadow. "It was an unbe-liev-able experience to be here in the middle of the America's Cup, and it's a shame that the tremendous excitement of the racing and festivities didn't make it back to the States. If you weren't here, you don't have any idea of what it was like. I'll be back in New Zealand for at least several months of the next 'Cup, with or without my boat. But for the moment, my lady friend Cate and I are preparing Moonshadow for a 1,200 mile race from Auckland to Savusavu, Fiji. It starts at the end of May, and will therefore get us to the tropics before the onset of winter in the Southern Hemisphere. We don't do cold! After the South Pacific season, Cate and I will be sailing to Australia."



One of the many cruisers who came to help hoses down 'Liberte' in a futile attempt to save her. Almost all of her 4,000 gallons of fuel burned.

"It's been quite a year at Bahia Tenacatita," reports Don Hossack of the Truckee-based Islander 36 **Windward Luv**. "First a manta ray tried to take off with the Catalina 42 **Neener**³ Later, the

beautiful Cheoy Lee 66 motoryacht Liberté burnt and sank while at anchor. And most recently, it appears that the sailing vessel Tucumari — via collision — might have found the 'missing rock' between Roca Central and the shore. At last report they were headed to Puerto Vallarta for repairs.

The existence of the rock has long been a matter of dispute. The 1981 edition of *Charlie's Charts* said it did exist. But when John Rains checked the area between Roca Central and the tip of Punta Chubasco for his 1995 *Boating Guide to Mexico*, he couldn't find it. This year the skipper of *Detachment* used his dinghy and a depthsounder to try to find the rock, but was unsuccessful. My wife and I weren't able to find it either.

Tucumcary's crew reported that they had cleared the outside of Roca Centro headed for Punta Hermanas and were about 200 yards offshore when the reading on their depthsounder went from 20 feet to almost nothing. After they hit something very hard, their depthsounder



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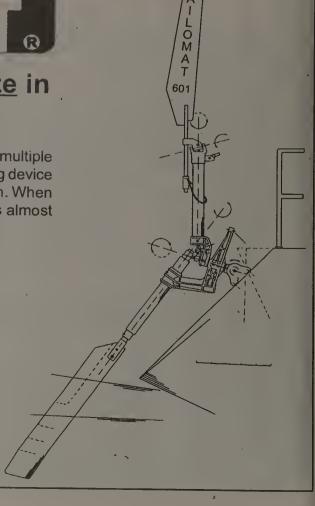
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started reading 20 feet again. Some cruisers suggest that *Tucumcary* may have hit a whale or manta ray, as there have been many sightings of whales this year. So the mystery of the mid-channel rock off Roca Centro remains."

Having hit a manta ray with Profligate's port daggerboard in Banderas Bay last year, we can report with certainty that it feels exactly as if you've hit a big rock. And Guy and Deborah Bunting of the Oceanside-based Morrelli & Melvin 46 Elan proved that whales aren't soft. Just before Christmas they hit a whale — or the whale hit them — in the Cerralvo Channel not far from La Paz. The collision broke one strut and damaged the prop shaft!

"By the way," concludes Hassock, "the **Mexican Navy and Port Captain** were on site soon after *Liberté* caught fire. Once the boat had burned to the waterline, they made the decision to let as much diesel burn as possible rather than try to extinguish it. Very little diesel has surfaced since, so it seems they made the right call.



Guy Bunting indicates the damage 'Elan', hauled out here in La Paz, suffered as a result of a collision with a whale in Baja's Cerralvo Channel.

With all the boat's machinery still exposed on the bottom, it would not be a good place to drop a hook. So avoid anchoring in Tenacatita Bay at 19°17'8 North by 104°50'05 West. This is on the outer edge

of the normal anchorage in about 42 feet of water."

John and Kate Bondoux, owners of Liberté, kept their promise to let us know how things turned out with their insurance company. "We're delighted to report that we received a check in settlement of our claim exactly three weeks to the day after the fire — and there was no quibbling. We were also pleased to note that there is no deductible when there is a total loss. We had what is known as an 'agreed value' policy with National Marine Underwriters — a subsidiary of CGU, which used to be known as Commercial Insurance before yet another merger. We had been with them for several years through Boater's Insurance in Danville a company we've worked with for 16 years.

'The only downside," they continue, "is that in our case the agreed upon value fell quite a bit short of our boat's replacement value. We had also severely underestimated the replacement value of our personal effects. Our remaining financial pain will be somewhat alleviated by the casualty loss deduction provisions of the





tax code. The big bummer is that besides being boatless, we lost irreplaceable family mementoes and heirlooms. However, two-plus weeks spent exploring New Zealand went a long way toward healing our psychological trauma. We've started earnest talks with yacht brokers on a replacement boat, so the future is starting to look very bright once again."

According to Gene and Sheri Seybold of Reflections, there was even more excitement in Tenacatita Bay on February 25th — thanks to a dispute over the rights to the land where many of the palapas are located. "The siege began late on Thursday evening when the Jalisco State Police took positions around the disputed land. The next morning, the police, accompanied by investors and surveyors, forcibly went door to door, removing all the items from homes and businesses, and putting them in the street. Many of the items were taken to the hillsides and dumped." Soon, however, the road was clogged with the evictors, the evictees as well as the army, federal police, state police, and local police. All of the latter groups were heavily armed."



"Rick used to make fun of guys who wore Speedos," says wife Liz of 'Sarah Elizabeth', "but it's so hot in the Sea of Cortez during the summer that you either wear a Speedo or go naked."

Joanna Felton of **El Sueño**, who speaks fluent Spanish, discussed the situation with local business owners. The story she was told is that Doña Pas, a wealthy woman with powerful friends in

state government, had used her influence to bring in the state police. Apparently, she's done this before when the governor of Jalisco leaves the state. Anticipating trouble, the local authorities called Mexico City — which sent in the army and federal police. A local judge quickly ruled that the case was already in the courts and the state didn't have the right to evict' anybody. So by later that same day, everyone was dispersing, the locals had got most of their stuff back, and it was business as usual. The representatives of Doña Pas promised to return, while the 3,000 residents of Tenacatita Bay vowed to defend their rights with pistols and machetes. A reporter on the scene told Gene and Sheri that "these things occasionally happen in Mexico, and not to be too worried.'

We'll close this month with **an invitation**: If you're out cruising, we'd love to hear from you. A paragraph or two is just fine, but please remember to include your boat name, boat type, boat's hailing port, and your full name. If you include a photograph or two of yourselves, we'll love you forever.



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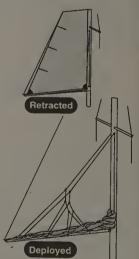
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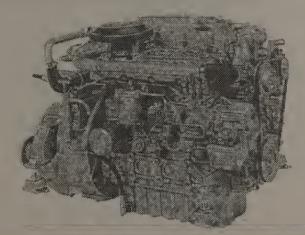
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11'2" DINGHY, SEAWORHTY MODEL. 3 section teak floor, air keel, 17" pontoon w/ 25 hp Suzuki. Excellent condition. \$1,600. Call (415) 531-0511.

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1990 ZODIAC S-131, 10 ft 6 in inflatable w/ 1986 Johnson 4 hp motor & pump. New transom installed in '98. Both dinghy & engine are in good working condition. \$800 obo. Please call (916) 944-4528.

8-FT ROWING DINGHY (FATTY KNEES). Dark green hull. Comes with oars, anchor & some sailing gear. \$350. Located at Marina Village, Gate 8. Call (916) 278-7896.

HOBIE 16 WITH TRAILER. I got a bargain & never used it, now you can get a bargain. For \$700 you get the head, the tail, the whole damn thing. Please contact Russ at (510) 537-9905 or (510) 917-3479.

24 FEET & UNDER

EXPRESS 27. Good condition, 5 hp Nissan motor, good trailer, good sails. Class legal. Hull #20. \$14,500. Days (510) 886-7706 or eves (510) 886-2358 or fax (510) 886-4131.

FREEDOM 25 w/rotating, free standing mast. Son needs help that boat can't provide, must sell. Great pocket cruiser, quality manufactured & upgrades. Singlehanded Transpac vet. \$6,000. (877) 804-4805.

ERICSON 27, 1974. Roller furling, dodger, wheel, new batteries, new bottom, new top rigging, new interior, microwave, 110v, AM/ FM stereo, cockpit cushions, too much to list. Like new condition. Recent survey. \$11,500. No disappointments. Please call (925) 228-2852.

WANTED: MULL 22 Pocket Rocket. Reward for info leading to purchase. Help liberate one of these beauties to a new home in the Columbia Gorge. Please call (509) 493-3003 or tbissell@gorge.net

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22-FT CATALINA, 1985. Swing keel, toilet, sink, stove, 4.5 Merc aux, 2 jibs, trailer with brakes, exc condition, like new, fresh water only. \$5,900. (559) 252-7634.

CAL 20. Clean boat with yard trailer in the Alameda Marina. \$1,250. Please call Dave, (925) 820-5637 h, (510) 261-0561 w.

23-FT BEAR, #35. Excellent shape, recent professional topsides, ownership to the right person by special arrangement. Call Bill Rude for details, (415) 924-2249 or rudeski@pacbell.net

CATALINA 22. Solid old style 1975, swing keel, trailer with spare, Johnson 6, pop-top with cover, 3 tired sails, otherwise all in good condition. \$3,000 firm, at Folsom Lake near Sacramento. (916) 654-2080, Hurry!

J/24, 1981. Professionally maintained & sailed by OCSC. Fully equipped, including 6 hp Johnson longshaft outboard, MSD, complete navigation/cabin lighting package, race equipped. \$8,500. Contact Barrett at (510) 843-4200.

24-FT COLUMBIA CHALLENGER, 1964. Hull #278 with tandem trailer. \$2,200. 2388 Mariner Sq. Drive, Alameda. Please call (510) 865-7106.

CATALINA 22, 1983. Good condition. No trailer. Swing keel, pop-top, Porta-Potti, stove. 2 jibs, spinnaker, main. At Brickyard Cove Marina. Ready to sail. Make offer. Call Mike, (408) 437-5099.

COLUMBIA CONTENDER 24, 1966. Solid boat, they don't build 'em like they used to. Evinrude 6 hp, main, jib, genoa, potti, sink, stove, ice box, boomvang & more. Sleeps 4. Vallejo berth. \$4,000. Please call Ward at (707) 644-9031.

CAPE DORY 22, 1982. Full keel pocket cruiser, bristol condition. Everything almost, new - main & headsails, lazy jack system, cushions, knotmeter, depthfinder, compass, all thru-hull & seacocks. Heater, brass oil lamp, GPS, Bruce anchor on bow roller. \$10,500. Call (650) 728-5945.



SANTANA 22, 1968. Good condition, needs to be sailed more often. 3 sails, 6 hp outboard - runs good, needs pump gaskets. \$2,100 obo. Will consider trade for inflatable. (415) 456-1420, eves.

MONTGOMERY 17. Marvelous Bay and Delta boat, Honda 7.5 o/b, 3 jibs, compass, Genny, potty, VHF, depthfinder, anchor/rode, gimbaled stove, safety gear, trailer. Nothing additional to buy. \$5,200. Please call (916) 944-2182.

RANGER 23, 1976. Tall rig, moved must sell. Good condition, 2 mains, jib, genoa, 3.5 HP, autotiller, anchor & rode, new mainsheet & traveller blocks, two batteries, sleeps 4. Call Mike at (858) 385-5530 or (619) 299-9432.

CORONADO 23, 1969. Dry stored 8 years. Structurally sound. Main, lapper, working. Needsbottom & topsides paint. \$550. Drifter & cruising spinnaker available. Please call (510) 569-1301.

17-FT BRITISH LEISURECRAFT, twin bilge keels. Cabin sleeps 2. Large sail inventory includes spinnaker. 3.5 Nissan. \$1,150. Berthed in Alameda. Please call (916) 278-7896.

CATALINA 22, 1988, wing keel. Main, storm, 110%, 135%, 2 spinnakers, whisker and spinnaker pole. VHF, KM, & DS. Pop top with enclosure. Sleeps 4, Porta-Potti, sink, stove & cockpit cushions. Trailer and 6 Johnson motor. \$7,100 obo. Please call (209) 952-2095.

J/24, 1980. O/B motor, main, 100%, 150%, 3/4 oz spinnaker, pole, safety gear, ready to sail. \$4,000 w/o trailer or \$5,000 with trailer. Call Rich at '(650) 363-1390.

25 TO 28 FEET

CORONADO 27. Main, 2 jibs, 20 hp electric start outboard, Porta-Potti, safety gear, many other extras. In need of some cosmetic work but solid, safe boat ready to sail. \$4,000 obo. Please (510) 435-6299. tvg@sirius.com

26-FT RANGER,1973. Great shape inside and out. Honda 9.9 outboard, Pineapple sails great shape, extra sails, '110% jib, storm jib. (408) 554-9575.

LANCER 28, 1978. Genoa, jib, main, spinnaker w/pole, 8 hp Johnson, standing headroom, stove, head w/containment, sinks, 12v& 120v shorepower, anchors, autopilot, new VHF. Everything good condition & ready. Emery Cove, serious only. \$4,000. Call (510) 501-8560.

26-FT LUDERS-16, fiberglass hull, large mahogany cockpit, Hood main sail (good cond). Sails great in SF Bay. \$2,000. Call Mark (415) 383-7154.

CONTESSA 26 SLOOP. Coastal or off-shore pocket cruiser. Five sails including asymmetrical spinnaker, new Yanmar diesel '98 (60 hrs), new standing & running rigging in '96. New professional epoxy barrier bottom in '97. Radar, GPS, depth, speed, VHF, 2 solar panels, 3 batteries, new interior cushions, 4 anchors, inflatable kayak. Propane stove & BBQ. In La Paz, BCS.\$14,500 USD. Please see at: www.bajavillas.com/contessa26 or contact email:nana@bajavillas.com or ph: (011) 52-112-2-16-46 or fax (011) 52-112-5-59-00.

O'DAY 25, 1979. CB beautiful cond. Main, jib, ginny, drifter, storm, '95 Merc 5 hp, freshwater boat, trailer, new tires, bunks, easy lowering mast, solar panel, most rigging and systems rebuilt. \$7,800 obo. Central coast, (805) 227-6483.

MacGREGOR 26D, 1988 TRAILERABLE, trailer, 7.5 hp Honda 4 cycle, VHF, AM/FM, enclosed head, Orico stove, sink, anchor, mainsail cover, cushions, all standard safety equipment. \$6,500. Call (408) 738-0122.

CATALINA 27, 1981. Traditional interior, tiller, reliable & quiet Atomic 4 started every weekend, Harken roller furling jib, new halyards led aft, canvas cover over wood trim. Hauled, painted Dec '99. \$9,000. Ballena Isle Marina, slip B24. Call (707) 542-5817.

27-FT ERICSON, 1974. Strong Atomic 4. New 30 gal tank, new halyards. Recently painted spars, all lines lead aft. Tiller, boom vang. Good main (3 reefs), 4 jibs (1 new), spinnaker/pole, 4 anchors/2 rodes, microwave, refrig, 6 ft headroom, Porta-Potti, VHF, depth, knot, GPS, 2 batteries, solar, wind gen. Many spares. \$9,000. Pls call (510) 351-5338 or email DOUBLEJJXW@aol.com

COLUMBIA 26, 1969. Motivated seller, 2 sails (2 winter, 2 summer). In good condition with some extras, new shorepower, battery charger. Has enclosed head, very strong boat, roomy cabin, sleeps 4, ideal Bay boat. Needs motor. Also available: brand new 5 hp o/b, \$800. Boat at South Beach Marina, slip F66. Asking \$2,500 for boat or package deal of \$3,000 with motor. Leave message at (510) 724-8823 or page at (818) 236-5830.

COLUMBIA 28, 1968. Atomic 4, roller furler jib, wheel, enclosed head & holding tank, VHF, knotmeter, depthmeter, electric bifge pump & fresh water pump. Compass, 2 batteries & charger, galley, bottom paint & survey Feb '99. \$7,995. Please contact (707) 747-5140.

CATALINA 250, 1998. Water ballast centerboard trailerable cruiser with heavy duty 4 wheel Trailrite trailer, Autohelm knotmeter/depthsounder, Honda 8 hp 4 stroke, cockpit cushions, Edson wheel steering, roller furling, pop-top enclosure, propane stove. \$21,999. (541) 479-6241.

CAPRI 26. Excellent sailing condition, Inboard diesel, KM, DF, VHF, compass, swim ladder, stove, sink, head w/holding tank, 100% furling jib, double safety line, 4 berths, tiller autopilot, std. sail w/2 reef. Berth in Alameda. Call AI (916) 985-6462.

CORONADO 25, 1969. Good overall condition. Two sails. Needs some work. San Leandro berth. \$3,500/offer. Please call (510) 490-2594.

SANTANA 525. 25 ft fixed keel racer. Knotmeter, compass, VHF radio, 4 two-speed winches, 4 hp Johnson, 2 spin w/pole, 150%, 135%, 110% & 2 mains. Freshwater boat! At Las Vegas Bay Marina (slip L29), Lake Mead, NV. Steve, Please call (208) 580-0411 or (208) 440-9427.

1964 CHEOY LEE FRISCO FLYER 26. Glass hull, teak deck & house, aluminum spars. Volvo diesel with recent shaft & cutlass bearing replacement. One year old main with 2 jibs. Nice classic boat plus a full cover. \$8,000. Call (650) 365-6591.

RANGER 28. Young child leaves no tlme, money. Atomic 4, spinnaker, jib, 3 genoas. New rig 1992. Needs work, wax, bottom paint. Attractive, nimble, comfortable sloop. Includes every piece of gear. \$11,000. Minto fiberglass lapstrake sailing dinghy, \$600. Call (415) 472-2859.

25-FT CATALINA, 1989. Wing keel. Double axle trailer, 10 hp Honda w/alternator, dodger, 150RF & full batten Hood main, gennaker, autopilot, custom interior, microwave, holding tank, and much more. \$20,001 firm. Call for pictures and detailed brochure. (530) 272-6105 or Sailynn@jps.net

1937 CLASSIC YAWL by Sausalito Boatworks. 34' LOA, 25' 6" LOD. 4 ft draft, beautiful & fast, not a beginner boat, some sailing skill required. Hauled, repairs & painting done January. Ready to sail. \$3,450 obo. (510) 653-1724.

WANTED: CAL 25, CORONADO 25, Columbia 26 or similar size plastic classic in decent sailable condition, to \$1,500. Don, Santa Cruz (831) 427-2611 or email: bugme@cruzio.com

ISLANDER 26, 1978. Good condition, very nice interior, 15 hp OMC saildrive, 2 batteries, well maintained, Porta-Potti, alcohol stove, stereo, VHF, Autohelm, full boat cover, 3 jibs, roller furling, depth, compass. \$8,500. Call (925) 625-0375 or jkhurtt@aol.com

CORONADO 25. Sails in good shape, 6 hp outboard, fun boat for the Bay or a great liveaboard. A steal at \$2,000. Please call (415) 272-2777.

26-FT WESTERLY CENTEAR, 1972. Twin keel, heavy pocket cruiser, 6 berths, 6 ft headroom, 9 sails, epoxy bottom, newly rebuilt Volvo MD2 diesel. \$11,600. Morro Bay, (805) 434-1037.

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MacGREGOR 26, 1987. Recent 5 year bottom paint. Good condition. 1992 15 hp o/b w/electric starter, roller furling jib, VHF radio, enclosed head, water ballast. Currently berthed at Benicia Marina. \$7,500. Call (707) 748-7255.

28-FT BUCCANEER SLOOP, 1959. FG over plywood. Iron keel. Good running A4 gas. Mast repainted. Needs sails. \$2,500. Call (707) 965-3705 eves.

CHEOY LEE OFFSHORE 27. Beautiful, outstanding Bay boat in excellent condition, almost fully restored, new teak decks, new standing rigging, full canvas cover, 18 hp MD2 Volvo diesel, complete sail inventory. \$12.500. Call (650) 533-3347.

CAPE DORY 25 SAILBOAT. New Honda outboard & sail inventory with slip in Brick-yard Cove. Good condition, sails great. \$6,000 obo. Pls cali (510) 325-3249 or (510) 537-9292.

IRWIN 28.5, 1974. Excellent, stable Bay & Delta cruiser. Spacious cabin sleeps 5, stove, heater, head, shorepower, 2 jibs. Very clean. Hull, sails, & running gear in good condition. Atomic 4 needs major work. \$4,00Q. Call (415) 338-7709.

CATALINA 27, 1982. Excellent condition. Inboard Universal diesel. 5 headsails & spinnaker pole. VHF, Autopilot, Loran, depth, compass, speed. Reinforced mast. Newrigging in '96. Well maintained. \$10,500 obo. Please contact (415) 453-8268 or dandsmccullough@aol.com

J/27, 1986. 2 headsails (100% in excellent condition, 130% in fair), 2 spinnakers, 1 spinnaker staysail, 2 mains. 1 main 2 yr old North, rarely used. 6 hp Evinrude outboard, gelbattery & charger, VHF, stereo, LifeSling. \$15,000. Call (415) 440-3549.

ISLANDER28. Fully equipped racer/cruiser with all the equipment. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+. \$25,000 or trade up, 32/35' + cash. Call Arnie at, (415) 239-1844.

ERICSON 26, 1968. Clean inside & out, main & 3 jibs, depthsounder, knotmeter, Autohelm, VHF radio, 1993 Tohatsu 8 hp outboard like new condition, 1998 survey available. Berthed in Breakwater Cove, Monterey. \$5,500 obo. Call (408) 246-7299.

28-FT BEAUTIFUL CLASSIC wooden yacht in excellent condition. *Foursome* is a Ralph Winslow design built in 1960 in Bainbridge Island, WA. 13,000 lbs, teak decks, new rigging, Volvo Penta MD6B diesel with only 380 hours. \$15,000. Call (510) 521-1142.



SAILBOAT WANTED. The Bay Area Association of Disabled Sailors (BAADS) has offered free outings, classes & races for people with disabilities on San Francisco Bay since 1988. Now we must replace our Ericson 27 with a similar good boat: 25-32 ft, sturdy & reliable, with a large cockpit. If you have such a boat in need of a loving home & a truly worthwhile purpose in life, please consider offering her as a tax-deductible donation to BAADS. Please call (415) 281-0212 or dhill@netwiz.net

PEARSON 26 1977. Exceptional condition. Nissan 8 hp, mainsail cover, interior all new in 98. Enclosed head with newer holding tank, compass, VHF. Hauled and surveyed in 98. Three excellent jibs and main with jiffy reefing. \$6,950. Please contact (707) 224-5570.

HAWKFARM 28, 1976. Race equipped, kevlar racing sails, 4 kites, plenty cruising sails, Pacific Cup '94 & Mora winner, Volvo Diesel. Price reflects that boat needs some TLC. \$5,500 obo. (510) 412-0427.

CAL 27, 1985. Yanmar diesel, tillerpilöt, h/c pressure, alcohol stove, VHF, KM, DS. l've moved up. \$10,000 obo. Please call Brad at (510) 236-5527 or email: baysailor@geocities.com

CAL 227, 1975. Rebuilt from bow to sternnew running and standing rigging, 7 sails +spinnaker, new interior cushions. Sleeps 4, full marine head. Recent survey - no blisters. Ready for race or crulse. \$9,500 obo. Call (415) 504-9161.



26-FTPEARSON ARIEL. Solid Bay cruiser, active one-design fleet. All lines led aft. Many recent upgrades. Excellent Pineapple main & jib. 8 hp Nissan o/b. Call for more info. Berkeley berth. \$5,000. Please call (510) 528-4114.

29 TO 31 FEET

30-FT CORINTHIAN, 1980. Norcold plate, alcohol stove, teak interior, Volvo, dodger, bimini, winter & summer side & back covers. New stays, Autohelm. Sails beautifully. \$15,500. Call (707) 695-4201.

ISLANDER 29, 1967. Strong fiberglass, full set of sails, as new condition. Oven, VHF, DS, KM, autopilot, cockpit cushions. 3 anchors, 5 berths, dinette. Nice wood interior. \$7,500 or trade for Ultralight or ? Please call (530) 885-3421.

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1983 BABA 30, Perry designed world cruiser. Traditional cutter rigged, teak decks, Yanmar diesel, H/C pressure water, documented vessel. Recent bottom paint. New water pumps, exhaust system. Minor TLC needed. Located in Long Beach. \$55,000 obo. Broker co-op. Aaron, (562) 428-8795.

TARTAN 30, 1975. Great shape. Bluewater boat. Full electronics: radar, GPS, Lorans, depth, speed, temp, wind direction, etc. Autohelm, tiller steering, dodger. \$18,000. Sausalito. Call John, (707) 944-2509.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Autohelm, GPS, Yanmar 18 hp diesel, surveyed & hauled out w/new bottom 5/99, VHF, 12V refrig, propane stove/oven, h/c pressure water, marine stereo, dodger. \$59,000. Call (408) 830-0628.

CATALINA 30, 1981. Exc condition. 11 hp diesel, wheel, Profurl, dodger, shower, microwave, stove w/oven, GPS, VHF, knotmeter, depthsounder. Two new batteries & charger, cockpit cushions, lines lead aft, selftailing winches. Comes with Moss Landing slip. \$24,500. (831) 753-2001.

BENETEAU FIRST 285, 1987. New sails, bottom paint last year, 2 cabins, h/c pressure water w/shower, 2 burner propane stove/oven, BBQ, life vests, safety equip, Loran, CD, depth/speed, Volvo 18hp Diesel, wheel steering. \$33,500. Please call (650) 949-5416.

NEWPORT 30 MKIII, 1983. 20 hp Universal diesel, pressure water, teak interior. Sail inventory: 95%, 105%, 135%, 155%, 3/4 & 1.5 oz spinnakers. Great Bay boat. Asking \$20,000. (510) 538-9781.

ERICSON 30, 1967. Yanmar diesel (440 hrs), dodger, 5 bags of sails, 7 winches (4 selftailing), all lines lead to cockpit, roller furling, jiffy reefing. Mahogany interior, legal head, newer cushions, DS, knot, log, autopilot, much more. \$14,500. Please call (707) 781-3445.

BENETEAU F310, 1993. Getting larger vessel. Scheduled for spring ýard time, will adjust price for "as-is" purchase. Asking, \$54,000 after fixes. Contact: voicemail (408) 813-4460 or Bruce.person@sun.com

31-FT MARINER KETCH. Perkins 4-107, great liveaboard, well laid-out, mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$14,500. Call Don at (011) 52-112-73229 for details.

WINDJAMMER 30 CUTTER, 1978. Fiberglass over marine plywood, full keel, aft cabin, varnished mahogany cabinsides, full cover. Working sails, Palmer engine, depthsounder, knotmeter, VHF, RDF, propane stove/oven. Looks good, sails well. Water tight, Mexico veteran. \$10,000. Please call (650) 367-7994. **ALBERG 30, 1966.** Excellent condition. GPS, VHF, Atomic 4 in great shape, new interior, heater, racing sails plus much more. \$19,950. Call Tom (650) 581-2563.

KNARR 30 INTERNATIONAL, 1959. New Mercury outboard w/warranty, sails, bottom paint, bright work, rigging. Full canvas boat cover, solar battery charger, hull finished with varnish. Great Bay boat. Great condition. Will consider partnership. Alameda slip. \$8,500. Call (510) 522-2413.

OLSON 29. Great condition, all the goodies, with 2 axle trailer. Reduced to \$22,500 obo. Call office: (559) 226-7611 or home: (559) 299-6622.

NEWPORT 30, 1971. Set up as comfortable liveaboard. Dodger, Harken furler, Autohelm, sound Atomic 4, just hauled. Lines led aft, new batteries, tiller. Holding tank. See at Gashouse Cove. Berth not included. Asking \$9,750. Please contact (707) 887-1496.

ERICSON 30+, 1980. Bruce King design. Well maintained with new standing rigging, lifelines & main (with Dutchman). 16 hp Universal diesel, Harken furling, spinnaker. New sail & wheel covers. H/C pressure water. Knot, depth, VHF. All lines led aft. \$24,000. (510) 814-8922.

HUNTER 30. Well maintained, roller furling, all lines lead aft, Loran, VHF radio, Yanmar diesel engine, battery charger & much more. Recent lifelines & rigging upgrade. \$19,990. Please call (650) 493-6374.

CATALINA 30, 1989. Near new condition, super clean interior. A must see! Universal 18 hp diesel engine. Standard rig with roller jib. Knotmeter, depthsounder, VHF, battery charger. Wheel steering. "U" shaped dinette. Prime Coyote Point berth. \$39,500. (707) 433-3217.

CATALINA 30, 1982. Brand new interior. Solid engine, all lines aft. Aft dodger and seats. Roller furling & whisker pole. Wheel steering. 12 ft dinghy with 8 hp engine. Must see it to believe. \$23,000. Please contact (510) 435-3148 or steve@ebalance.com

CATALINA 30, 1977. Wheel, bulletproof Atomic 4 (<600 hrs), new standing rigging, mast, double reef, alternator, carburetor, cooling system, plumbing, tune-up, bottom, all lines aft, 110% & 135% jibs. Great 1st boat. Owner moving/up. \$18,600. Steve (707) 254-9110 or PhillipsSG@aol.com

INTERNATIONAL DRAGON. Attention wooden boat racers/classic yacht lovers. This beauty has been lovingly kept in tip-top condition. Recent survey, fully insured. New bottom, many extras. \$7,000. Please call (415) 467-7239.

YANKEE 30, 1972 MKII, PEREGRINE. Very good condition, Atomic 4, lots of gear, excellent sail inventory. Legendary Bay or bluewater boat. \$13,000. (510) 669-1673.

MOUNT GAY 30, 1995. Sticky fingers high performance Rogers (UK) design, kevlar construction. 31 LOA. 3 asyms, 3 headsails, F/B main. Exciting racer, PHRF=72. \$29,500 obo. Please call (530) 898-0828 (h) or call (530) 898-4255 (w).

30-FT CHEOY LEE KETCH, 1965. All fiberglass with teak covered deck, cabinsides & rail. Volvo MD2 engine, Autohelm, anchors, hot water, boat cover. Great SF Bay & coastal cruiser. Must sell. \$22,000 obo. Call (510) 814-7399.

CATALINA 30, 1977. Rebuilt Yanmar Diesel. New starter, battery, oil filter, raw water filter, exhaust. Injector rebuilt. Fresh paint, hull and survey 7/99. New depth/knot. Wheel steering, roller-furling. New head, carpet. Pressure water. Cushions steam cleaned. \$19,000. Ben (415) 673-3206.

32 TO 35 FEET

BRISTOL 32. Completely refitted and customized. All new electronics and electrical. Radar, full nav station, computer, The Captain, GPS, B & G insts. VHF, AP, wind, depth, speed, repeaters, handhelds. Garmin GPS and chart plotter at wheel. New mast, boom & running rigging. Heart Inverter, Link 2000, solar, 500 amps. Alder-Barbour, propane, BBQ. Brand new cruising spinnaker, new 130 roller gen-Profurl. Gennaker, 90% jib. New interior and cockpit cushions, all new exterior canvas. Brand new 4-man raft w/ 3.5 Nissan. Yanmar diesel, new shaft, bearing, prop and full engine-shaft alignment. New head & holding tank, hoses. Lifesling. Fresh LPU. Great stereo. Must see to appreciate. Extraordinary. \$39,500. (510) 843-8545.

RAFIKI 35, 1980 SLOOP. New Yanmar FWC diesel. Excellent cruiser or liveaboard, teak deck & interior, stove/oven, water heater, shower, Autohelm 3000 w/van, 1000 ftdepth. August '95 survey shows \$155,000 replacement value. Original owner. Brisbane berth. \$59,000. Please call (408) 867-9202.

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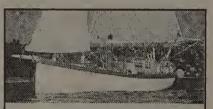
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34-FT CUSTOM GAFF TOPSAIL KETCH classic design wood double planked. Well built/maintained. Complete cruiser, GPS, radar, depthfinder, Auto Tiller, watermaker, VHF, 5 sails, Yanmar 12 hp diesel, sleeps 4. \$27,000. Owners currently cruising Mexico. Possible delivery. Email: sv_periwinkle@hotmail.com

ISLANDER 33, 1966 SLOOP. Bluewater cruiser. Fiberglass, modified full keel, beam 10', diesel, 5 sails, 3 anchors, flush deck, stove & oven. \$16,500, make offer. Near Rio Vista, CA. Call (209) 369-6261 or email: vernrath@email.com

32-FT ERICSON, BOAT PARTNER needed. Experienced or inexperienced. South Beach Marina. Boat in top shape, new Yanmar diesel, roller furling, wheel, ready to sail. Be full partner for \$8,900, split expenses with experienced, friendly, easymannered gentleman. (650) 627-9919.

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TARTAN 34, 1989. A rare find on the used boat market. In "like new" condition, *Diamond Girl* is a performance, easy to handle sailing, yacht, she must be seen to be appreciated. \$89,500. Full specs & photos at: www.jps.net/marksphotos/diamondgirl or please contact (415) 331-1182 or marksphotos@jps.net

YAMAHA 33, 1979. Quality cruiser/racer. Yanmar diesel, recent thru hulls and bottom paint. No blisters ever. Handsome craft. Rare find. \$27,500. (510) 965-0642.

35-FT ERICSON, ALBERG 1968 MKI. Fixer-upper, fast, super rugged, super sea boat. Partially dismantled, comes with: new overhauled Buka diesel, 150% engine spares, all sails, rigging & original hardware, plus lots of new hardware, winches, etc. \$20,000 firm. (209) 948-3111.

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36 TO 39 FEET

38-FT REINKE \$10, 1995. Industrial strength aluminum sloop. German design, built in Switzerland. Fully equipped for long range/offshore cruising. Details & pictures on: www.metro.net/ulmern. Located in Alameda. Asking \$95,000 obo. Please call (415) 663-8292.

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UNION 36, 1987. Perkins 4-108 (630 hrs), Givens liferaft, Aries windvane, gorgeous interior teak, custom minimal exterior teak. cutter rig, Hawaii veteran, 150% genoa, storm trisail, cruising spinnaker. Exceptionally maintained. Must see. Original owners. Documented. Accessories. (925) 373-7763.

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40 TO 50 FEET

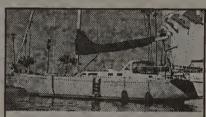
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46 HOLLAND ALUMINUM CUSTOM, 1979 Palmer Johnson built. This is 'ARIES' of Fastnet racing fame. Major refit with emphasis on cruising. Seakindly. Easily shorthanded. Excellent blue water boat. Extensive updated equipment list. Fast. Powerful. \$78,000 obo. Jimmy, (310) 831-1376.

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LANCER 40, 1984. Center cockpit sloop, main & jib roller furling. Fore & aft staterooms both with full berths. Very roomy. Recent rebuild 65 hp Volvo. New refer, stove, water heater. Chart plotter GPS. Inflatable w/15 hp. \$69,000. Please call (530) 662-4784.

46 KELLY PETERSON 1983. A USA luxury performance cruiser fully equipped currently lying Brisbane Australia. Excellent condition with extensive upgrades 99. \$205,000. See details specs photo gallery @www.geocities.com/bravo_kp46 or email address for lat 38 ad: binz_david @yahoo.com

GULFSTAR 43, 1975. Great world cruiser. Sloop, center cockpit. Excellently maintained & improved. Documented, aft cabin, forepeak cabin, 2 heads. Stove, refrig, microwave, stern propane BBQ. Bimini, dodger. Perkins 4-108 50 hp diesel engine, large engine room. VHF, Loran, Autohelm 6000, Headsail roller furling, Maxwell 3500 electric anchor windlass. 300 ft continuous chain, 2 oversized anchors. Sails: main, jib, genoa, cruising spinnaker. Lots of custom design features. \$110,000. (650) 369-2401 or email: freddusty@aol.com

48-FT SAMPSON FERRO CEMENT ketch project/home. Nice comfortable liveaboard. Lots of potential. Over 25K invested. 30 hours on diesel. Sacrifice for \$10,500. or possible trade for smaller boat or 4x4 or??? Pls call Richard (800) 999-1278 x 127 or (650) 952-8626.

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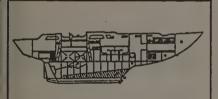
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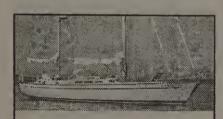


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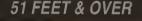




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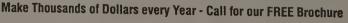
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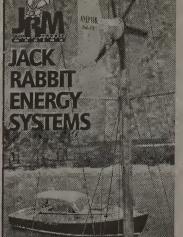


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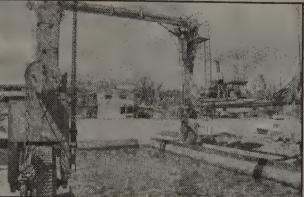


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YEAR BUILT: 1953

HULL TYPE: Transfer All

Trawler/Motor Yacht All wood – yellow pine, oak, Douglas fir, cypress

LOCATION: ENGINE:

GM 6-71 series diesel

Richmond, CA

LOA: 57'+ LOD & LWL: 57' BEAM: 17'6" DRAFT: 6'1" DISPL.: 30 tons

TANKAGE: 2,500 gals. diesel fuel

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Aux: 44hp Yanmar • Displ.: 30,000lbs • Fuel: 70gal• Water: 150 gal

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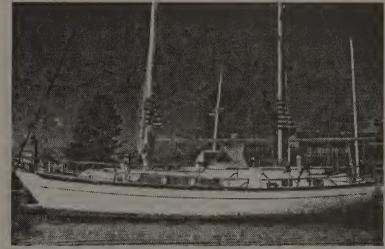
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SPECS:

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447' NORSEMAN

1983, cruise loaded. Monitor vane, radar, GPS, watermaker, ham & SSB. Excellent layout for liveaboard/cruise.

Asking \$250,000.





SEAEAGLEP/H Cutter Brewer design, beautiful teak inter., loaded with qual-ity gear incl. GPS plotter, radar, furling jib, inflatablew/OB, genset. \$134,900



41' YANKEE CLIPPER One of Gardens most popular cruising ketches. Comfortable, spacious inter. Ideal livea-board. Special gear. \$109,000



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LAFITTE 44 A most prestigious Perry design. Built for best combination of sophisticated cruising comfortand spirited performance. \$145,000/offers



40' PASSPORTWorld cruiser vet. w/all the equip. Monitor vane, water-maker, solar, GPS, SSB, weather fax, new dodger/covers '99. \$145,000.



37' UNION POLARIS Perry design cutter, Harken furling, dodger. Loaded cutter, Harkennam, with upgraded gear. Asking \$116,000



38' HUGHES Built in Canada, S&S design, strong hand-laid F/G, low hours on new Yanmar aux, well equip'd. At our docks. Try \$29,000



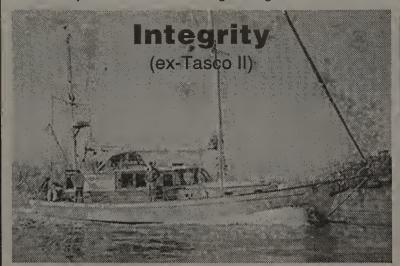
41° CHB TRAWLER S&S design, proven, comfortable & capable. Roomy inter., albl strm w/queen aft. Enclosed bridge. Well equipd & maintained. Liveaboard berth. Asking \$95,000

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54' ELDRIDGE McGINNIS. "Round the World" heavy displacement motorsailing ketch with pilothouse and flybridge. No comparables exist. Built custom by American Marine in Hong Kong in 1962. Finest wood construction known. Integrity is in need of cosmetics and updating. Owner's illness forces sale. Surveyed out of water. Minor findings corrected. No soft wood, no leaks. Two cabins sleeping six. GM 4-71 just overhauled. Huge refrig capacity. Teak decks. 35,000#. Price reduced to \$125,000. Submit offers. Central agents.



46' TILLOT PEARSON. Fiberglass and carbon fiber sloop. Gorgeous shape, immense cockpit. Ideal liveaboard or cruiser. Spinnaker equipped. Present owner installed all new electronics: radar, plotter, GPS, autopilot and has SSB, instruments. New Fleming shore and engine refrigeration with freezer cold plates. New propane stove, microwave. All new carpeting and upholstery. Two doubles. Shower and head. Yanmar engine. A great buy asking only \$99,000. Central agents located San Rafael.



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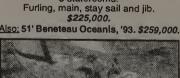


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Furling, main, stay sail and jib.
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50' CATALINA/MORGAN, '91. Spacious 2 strm layout. Super clean, original owner. Eas-ily handled by 2. Great liveaboard. \$239,000 Also: 37' C&C Landfall. \$64,900



49' TRANSPACIFIC. 3 strms, 80hp diesel, boat's in great shape & ready for world cruising. New upholstery, mattresses and headliner, new curtain, 2-yr old dodger. \$149,900.



40' PASSPORT Sloop, '86
A hard to beat, solid, comfortable cruiser.
Outstanding condition.
\$160,000.

Also: 42' PASSPORT, '81 PH Ctr. \$185,000.



38' DOWNEAST, '80 Well equipped cruiser. \$68,500. Also: 33' Yorktown. \$23,900 and 30' H.R. Shing. \$38,000

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51' BENETEAU OCEANIS 510, '93 \$259,000

She's been completely refurbished mechanically and cosmetically.



45' CUSTOM TRI, '85 \$119,000
Fast, safe passagemaker with roller furling cutter rig, refurbished interior and epoxy bottom.





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Comfortable liveaboard accommodations in a well-maintained South Pacific veteran.





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CATANA UPDATE

Yachtfinders has a new Catana 431 and a 471 or 472 available for November 2000 delivery!



The new Catana 472 just launched at the Paris Boat Show. This truly exceptional boat reflects a degree of luxury and interior design not often seen in production catamarans.

Yachtfinders/Windseakers, long known for specializing in performance cruising sailboats, is pleased to represent Catana Catamarans as their Exclusive West Coast Agent. Over the past 15 years, Catana Catamarans has established a reputation for superior finish work and excellent sailing characteristics not found in earlier production catamarans. The boats range in size from 40' to 65'. All models are available in 3-cabin owners' versions as well as charter layouts with up to 6 cabins.



47' CATANA 471 '97...\$589,000 Nahema, 471 #2, winner of Transat des Passionnes '99

43' CATANA 431
Eight C431s already sold to West Coast clients!





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Please contact them for more information on these exciting cruising cats. They look forward to discussing your multihull questions and hearing your comments.

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2330 Shelter Island Dr. # 207 San Diego, CA 92106



45' S&S, '81\$99,900

Cold-molded racer designed by Sparkman & Stephens.





41' CUSTOM CT, '75 \$89,500
Extensively modified design; gorgeous interior; cruise-equipped.



38' HANS CHRISTIAN, '89 \$175,000 Turbo-charged Yanmar diesel, full deck canvas and a unique fold-away bow sprit make this particular HC38 even more desirable.





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Baba 35. Perkins diesel, dinghy on davits, inflatable with outboard, survival raft, cutter rig, GO CRUISING\$80,000



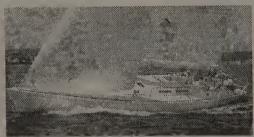
Wylie 70. Carbon mast, west system - cedar over foam core. Diesel, set records or go short handed cruising\$425,000



Merlin. Faster than ever. Tall turbo rig, canting keel, trailer.\$269,000.

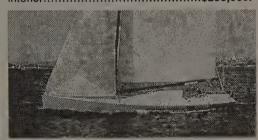


51' Custom. Santa Cruz style, built in South Africa. Bulb keel. Racing boat with a 3 stateroom interior \$235,000.



Santa Cruz 52 (NEW). Bill Lee design. #26 available for December 2000. The best racer/cruiser and custom finished to your specs.







BOC 50 '94. US built by Concordia Yachts, ready for single or double handed events, seriously offered at\$199,000.



Gen Marine 42. Doug Peterson design. Large aft owners cabin. Teak decks, 1985. Quality performance cruiser \$169,000.





Tanton 42. Best IOR to cruising conversion we have ever seen. Nice layout, new Yanmar, lots of equipment. Go fast cruising \$65,000.



Swan 44 '73. Fully cruise equipped, high quality yacht. Designed bt S&S at a time when the best racing boat was super strong and also the best cruising boat\$135,000.



Formosa 51. Fiberglass cruising ketch-teak decks. 80 hp Ford Lehman diesel. 3 stateroom, new hull paint, great condition. Best buy at......\$139,000.



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30' Adhara, MORC boat, trailer	\$29,665
50' Gulfstar	\$159,000
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37' IRWIN, 1984

This baat is a great find. She was extensively averhauled (new sails, rigging, raller furler, new electronics, engine and transmission overhauled, Manitor windvane installed, new sterea, etc., etc., far a cruise that was never taken. Center cackpit fully enclased in isinglass, interior tastefully redane in teak and dark green. Diesel engine. Prime Sausalita Yacht Harbar slip can transfer. \$72,000.



53' ISLANDER, 1979

More than \$100,000 invested over past year: new running rigging, new standing rigging, new mast, new roller furler, new mainsail. new headsail, new topside paint, new bottom paint, rebuilt genset, new dodger, new windlass. Isuzu 60 hp diesel runs like a top. Center cockpit, four cabins, 6'4" headroom, full galley. Further reduced to \$154,900. Owners motivated and offers encouraged.



45' HUNTER, 1986

TransPac veteran is loaded and immaculate. Approximately \$150,000 spent on upgrades and improvements aver the last ten years. 55 hp Yanmar diesel with 673 hours. Full electranics. Prime Sausalito Yacht Harbor slip can transfer with vessel. Just reduced to \$149,000.



36' NONSUCH, 1987

This stiff, seakindly vessel is at home in everything fram SF Bay bluster to Mexico light airs. Numerous apening hatches, 6'5" headroom, stall shower. Top quality fittings and systems throughout. New full batten main, new running rigging, new battom paint, new cockpit cushions and meticulous maintenance. Sausalito Yacht Harbor slip can transfer. \$128,000.



40' CATALINA, 1997

This one-owner vessel has been extensively upgraded and meticulously maintined by an experienced yachtsman. Well laidout interior has been thoughtfully customized. Extensive electronics, fully integrated. Practically new Quantum sails, Harken bat car system on main, Schaefer 3100 roller furler. Prime Sausalito Yacht Harbor slip can transfer. \$175,000.



35' CHALLENGER, 1974

This moderately heavy displacement, fullkeel cruiser handles the Northern California canditians well: Challenger Yachts are known for sound construction and stable performance. She's very spacious and light dawn below thanks to raised cabin with portlights. Surprisingly large cockpit as well. Diesel engine.

\$35,000.



TWO 30' PLASTIC CLASSICS 1978 CATALINA & 1973 PEARSON

Both boats are in good condition with Sausalito slips that can transfer. Atomic 4 engines, roller furling headsails.

Catalina \$15,900.

Pearson \$14,900.



42' PASSPORT, 1988

This one-owner semi-custom yacht looks like she was just launched yesterday! All the hardware and gear is top of the line. Twin cabin plus quarter and pilot berths, flawless teak joinery below with 6'4" headroom. 50hp Perkins with low hours. Prime Sausalito Yacht Harbor slip can transfer. \$195,000.



31' CAL, 1979

These popular Bill Lapwarth-designed sloops are ever-papular Bay boats! Volvo Penta diesel rebuilt in 1994. Roller furler, dodger with rabbit ears, custam Hood sails in good shape. Hat/cold pressure water, Norcald AC/DC refer. \$27,000.

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43' SPINDRIFT, '81. Cutter rig, pilathause, 3 stateraams. Excellent cruiserl. Dinghy davits, rodor, solor ponels, laaded! Out af the water in La Paz. \$129,000.



PASSPORT 42, '81. Two stoteroom layaut, richly oppointed interior, meticulously maintained by original awner, many upgrades. \$134,500.

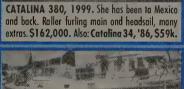


ISLANDER 36, '76, Night Train. Well equipped. Horken roller furling, spinnaker & gear. Rodar, Perkins 4-10B, refrig, CNG stove. \$49,000. Also '73 \$38,000.



47' BREWER, '84, Pilathause Cutter. Comfortable acean cruiser. Private awner's stateraom oft. Isuzu diesel with very low haurs. \$134,900.





36' PEARSON 365, 1977, CUTTER RIG. New upholstery, new deck hatches. Westerbeke diesel. RF headsail. Large ST primories. \$47,000.



41' MORGAN OUT ISLAND, '73. Rebuilt engine. Many upgrades in past year. Center cackpit with owner's stateraam aft. Great liveabaard/cruiser. \$62,000.

SELECTED CRUISING YACHTS

SA	<u> L</u>		36'	ISLANDER '73	38,000	27'	ALBIN'73	18,900
55	TAYANA'85	279,000	36'	ISLANDER '76	49,000	27'	CATALINA '81	16,000
51'	BENETEAU '86	215,000	36'	COLUMBIA '70	30,900	26'	PEARSON '78	10,500
51'	BENETEAU* '93	279,000	36'	PEARSON* '77	63,000	26'	CHEOY LEE '63	8,000
48'	C&C LANDFALL* '80	159,000	35'	COLUMBIA*'79	59,500	25'	CATALINA '78	11,600
47'	OLYMPIC, SD '78	145,000	35'	ALBERG '65	29,900	25'	CORONADO '63	3,500
47"	BREWER '84	134,900	35'	ROBB'63	45,000	PO	WER	
45'	BOMBAY Explorer* .'78	52,000	35'	CHEOY LEE '79	49,500	56'	FELLOW/STEWART '27	44,000
44'	KELLY PETERSON '81	118,000	35'	ENDURANCE* '77	69,900	53'	BAGLIETTO '71	99,000
43'	SPINDRIFT '81	127,000	34'	CAL MKII '78	25,000	50'	STEPHENS '65	135,000
43'	STEEL PH '88	85,000	34'	ISLANDER '777	25,000	50'	FANTAIL'07	40,000
42'	GOLDEN WAVE '81	104,000	33'	APHRODITEi85	27,500	48'	CHRIS CRAFT '50	112,000
42'	PASSPORT '81	134,500	33'	CHEOY LEE '75	34,500	43'	STEPHENS '29	74,900
41'	ISL. FREEPORT '80	89,500	33'	TARTAN '80	35,000	42'	KHA SHING FB '84	140,000
41'	RHODES '66	93,000	32	ERICSON'72	19,000	41'	BLUEWATER '73	46,000
41'	ALUMINUM '77	54,500	32'	SENATOR* '78	38,000	41'	CHRIS CRAFT '84	129,000
411	MORGAN '73	60,000	31'	HUNTER '85	36,000	38'	CHRIS CRAFT '67	39,500
40'	SLOOP WOODIE '90	75,000	301	HUNTER '91	44,000	38'	MATTHEWS '25	28,900
40'	C&C '81	89,900	3 0'	CAL 3-30'74	18,900	33'	CARVER '76	42,000
38'	ERICSON (CT) '89	115,000	30'	WILLARD P/HOUSE '74	44,500	30'	TOLLYCRAFT '72	26,000
38'	IRWIN CC '84	129,500	30'	CATALINA '78	17,500	29'	OWENS'59	12,500
38'	ULMER ALUM, '95	95,000	30'	ANGLEMAN '62	32,000	28'	WELLCRAFT Exp '85	31,900
38'	CATALINA '99	162,000	29.5	HUNTER 3 from	44,000	23'	BAYLINER '86	13,900
38'	MORGAN '78	65,000	29¹	GULF'84	20,000	23'	COBALT '89	18,000
37	CREALOCK (NZ) '84	70,000	29'	CAL 9.2'83	24,500	201	CORRECT CRAFT . '77	13,500
37'	FISHER '77	88,000	29'	RANGER, nice '72	15,000	19'	RX19 JET BOAT '96	19,900
37'	RAFIKI '80	74,900	28'	ISLANDER '78	24,500			
365	PEARSON '77	47,000	28'	TRADEWINDS '67	24.500		*Located In San Diego	0



29' HUNTER 29.5s, '94 & '97. Great layauts with enclased fore & aft stateraams. Raller furling. Lines led aft. Great Bay baots. From \$44,000.



35' CHEOY LEE '79. Aluminum spors. Brand new main. Profurl. ST winches. Electric windlass. Great shape.



37' RAFIKI, '80. Proven offshare cruiser, Watermaker. Salar panels. SSB/Ham. Autohelm. Radar and mare. S.F. slip at Marina Green. \$74,900.



42' GOLDEN WAVE, '82. Robert Perry perf.e cruiser. Fin keel, skeg hung rudder. Perkins 4-108 w/only 492 hrs. Nice sail inventory. Harken roller furl. \$104,000.





41' C&C, '85. Owned by a soilmaker. Exceptionally nice layout. Shaws great pride a fawnership. \$105,000.



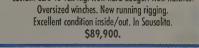
55' TAYANA, '85. Three stateraom model. Never been in charter. Recent haulaut & survey. Searching for her new owner. Reduced to \$279,000.



41' ISLANDER FREEPORT, '80. Robert Perry design. 6 cylinder diesel. Beautiful, loaded w/equipment. Radar, GPS, newer upholstery. Gen., mare. \$89,500.



48' C&C LANDFALL, 1980.
Three cobin layaut. Engine campletely rebuilt.
Radar, GPS, autapilot, Onan genset.
Vessel hails out af San Diego.
\$159,000.



C&C 40, 1981.

Custam C&C 40 Tall Rig. New hard dodger. New hatches

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54' LOD STAY5'L SCHOONER. Britsh doubleender design by Shepard, launched by Perkins, 1929. Gardner dsl, Burma teak, capper riveted. \$375,000.



36' CHEOY LEE slaap. All teak, diesel, beautifully maintained, raller furling, spinnaker, ariginal awner. Must be seen! Extremely nice. Asking \$49,500.



50' STEPHENS flush teck hybridge dsl mataryacht.
Outstanding. Port Orford cedar over white oak w/teak
decks & cabins, oft stateraam, laaded. \$135,000.



32' CONTESSA cruising slaap. Madified full keel, dsl, F/G. Main, jib, 165% & 135% genoas, mare incl. cabin heater. A great Canadian-built baat. \$39,500.



49' John G. ALDEN Ketch. Near new dst, dbl reef main, mizzen, club, 90% & 110% jibs, spinnaker, mizzen spinnaker, mizzen stays'l. Wheel. Nice! \$56,500.



CLASSIC LAKE UNION '29 Cruiser. Just listed. Great classic coastal cruiser. 671 Detrait dsl. Full galley, shower, full canvas. Very gaad buy at \$55,000 asking.



25' FARALLON high speed trawler. Law haurs 220hp, Valva diesel, rodar, VHF, depth, AP, GPS, Laran, berths, head, galley ond mare! Super baat! Asking \$23,500.



41' CHRIS CRAFT Flush deck motoryacht. Enclased bridge, aft cabin, twin 350s, 2 heads, shawer, heaters, very comfortable, nicely appointed. Asking \$64,500.



43' STEPHENS. Classic cruiser. Very nice. P.O. cedar over aak, branze fastened. Twins, H&C press w/shower. Dsl heater, fireplace, full boot caver & More. 74,900.

57 HERESHOFF Marco Pola schooner:

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p a ty in exc. cand. 60' LOA ... 42,000 50' LOO 5CHOONER, Schock/Bueing ... clossic, dsl, some work needed, ... arig. & complete Try 39,500 47' LOO Wm. GAROEN gaff schooner,

PH, more! 205,000
37 FISHER PH ketch, FG, dsl BB,000
36 GARDEN ketch, dsl, nice! 38,000
36 CHEOY LEE LION, teok, dsl 25,000
36 STAYSALL SCHOONER, AKIN designed,

36' STAYSAIL SCHOONER, AKIN designed, diesel, FG over cold-mold over strip plonk. VERY STRONG! 45,000 35' Alum SCHOONER, goff, dsi 36,500 34' COLUMBIA slp, diesel 16,000 34' ISLANOER, dsi, AP, GPS 25,000 33' ISLANOER, slp, I/B, roomy. 12,500 33' ISLANOER, pl, I/B, roomy. 12,500 33' SCHOONER, Winslow/Blonchard ... Very nice, rbli '94 142,000 31' ARRIEHOLM slp, dsi, FG ... 24,500 31' CHEOY LEE, Luders, dsl, slp 48,000 30' JOLLY ROGER slp, diesel ... 11,000 30

goff, cedar/ook/bronze, dsl ... 27,600 29' COLUMBIA sloop, 1/8 11,000 2B' VERTUE by Giles, dsl, mare 17,000 2B' LANCER MkV sloop, 'B4 13,400 2B' FELLOWS & STEWART Kich, 20,000 28' FELLOWS. & STEWART ktch. 20,000 27' ERICSON slp, I/B, roller furl, lines led off for short hand or rough weather, full galley, VHF, depth, cleon... 16,000 27' ERICSON Mkll slp, wheel..... 10,000 27' CHEOY LEE (UDOERS slp...... B,000 27' CHEOY LEE (UDOERS slp.... 18,000 26' CHEOY LEE (LOGER), I/B, †6... 2,500 26' FOLKBOAT, F/G, dsl (nice boot, but dsl and work). Asking 6 900/0ffer

00' STEEL TUG, YTB, exc. cond 175,000 65' NUNES. Ferry conv. to cruising house-boot. You finish job. Lots of chorm & version, twin diesel 25,000/ofr 62'x19.5' Converted inlond ferry, much fine recent work, 671 dsl .. 55,000 rebuilding just done. Virtually all new hull, 2 new diesels and much more. Super boot! Asking 100,000 43' GRANO MARINER, twins69,000/ofr

42' MATTHEWS, '52 Clossic Cruiser twins, FB, great liveaboard/cruiser.35,000 40'5PORT FISH Charterboat w/certif.

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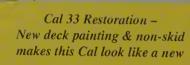
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